Environmental Research and Consultancy Department

Civil Aviation Authority

Noise Exposure Contours for Gatwick Airport 2020

ERCD REPORT 2102

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Contents

Summary

1. This report presents the 2020 average summer day and night noise exposure contours generated for London Gatwick Airport.

2. The noise modelling used radar and noise data from Gatwick's Noise and Track Keeping (NTK) system. Average flight profiles of aircraft height, speed and thrust for each aircraft type were calculated using these data. However, mean flight tracks and lateral dispersions were not recalculated for 2020 because they would have insignificant effects on the shapes of the substantially smaller contours in 2020 compared to 2019. (More expeditious flight paths provided by ATC during lockdown would occur in locations well outside the extent of the 2020 contours). The 2019 mean flight tracks and dispersions were therefore assumed instead.

3. The COVID-19 global pandemic had an unprecedented impact on summer 2020 aircraft movement numbers at Gatwick. Average daily movements for the 16-hour daytime period (2020: 148.5) were 81% lower than in the previous year (2019: 765.7). There were on average 20.4 movements per 8-hour night, a decrease of 84% from 2019 (126.6).

4. These reductions in movements caused correspondingly large decreases in contour areas and population counts. The area of the 2020 summer day actual modal split (76% west / 24% east) 54 dB $L_{Aeq,16h}$ contour decreased by 82% to 13.3 km^2 (2019: 73.6 km^2). The population count within this contour decreased by 95% to 500 (2019: 9,900). The 57 dB $L_{Aeq,16h}$ area of 7.0 km^2 and population count of 150 were the lowest ever recorded for Gatwick.

5. Similarly, the area of the 2020 summer day standard modal split (75% west / 25% east) 54 dB $L_{Aeq,16h}$ contour decreased by 82% to 13.3 km^2 (2019: 74.0 km^2). The population count within this contour of 500 was 95% lower than the previous year (2019: 9,850).

6. The 82% reduction in 54 dB $L_{Aeq,16h}$ standard modal split area can be broken down approximately as follows:

    - 76% due to the fall in movements.
    - 6% due to fleet mix changes and noise updates following 2020 measurements.

7. The area of the 2020 summer night actual modal split (76% west / 24% east) 48 dB $L_{Aeq,8h}$ contour was 13.1 km^2, a decrease of 86% from the year before (2019: 90.5 km^2). The contour enclosed a population of 500, which was 96% lower than in 2019 (12,200).

8. The 2020 summer night 48 dB $L_{Aeq,8h}$ contour area assuming the 10-year average runway modal split (75% west / 25% east) was 13.1 km^2 (2019: 90.4 km^2), enclosing a population of 500 (2019: 12,100).

9. The area of the 2020 average summer day actual modal split (76% west / 24% east) N65 20-event contour was 67.2 km^2 (2019: 150.2 km^2) and the contour enclosed a population of 8,200 (2019: 24,450).

10. The area of the 2020 average summer night actual modal split (76% west / 24% east) N60 10-event contour was 32.7 km^2 (2019: 204.2 km^2) and the contour enclosed a population of 1,950 (2019: 33,850).

Chapter 1
Introduction

Background

1.1 Each year the Environmental Research and Consultancy Department (ERCD) of the Civil Aviation Authority (CAA) calculates the noise exposure around London Gatwick Airport. Up until 2015, this work was carried out on behalf of the Department for Transport (DfT). Since the 2016 study, ERCD has been commissioned directly by Gatwick Airport Ltd (GAL).

1.2 The UK civil aircraft noise model ANCON, validated with noise measurements, is used to estimate the noise exposure. The model calculates the emission and propagation of noise from arriving and departing air traffic.

1.3 The noise exposure metric used is the Equivalent Continuous Sound Level (L_{eq}), and in particular $L_{Aeq,16h}$ (0700-2300 local time), which is calculated over the 92-day summer period from 16 June to 15 September. The background to the use of this index is explained in DORA Report 9023 (**Ref 1**).

1.4 Noise exposure is depicted in the form of noise contours, i.e. lines joining places of constant L_{eq}, akin to the height contours shown on geographical maps or isobars on a weather chart. Historically in the UK, $L_{Aeq,16h}$ noise contours have been plotted at levels from 57 to 72 dB, in 3 dB steps. However, the Survey of Noise Attitudes, SoNA 2014 (**Ref 2**) found that the degree of annoyance (based on the percentage of respondents highly annoyed) previously occurring at 57 dB, occurs at 54 dB. The $L_{Aeq,16h}$ contours have therefore been plotted down to the lower level of 54 dB since 2016.

1.5 Following the publication of the Aviation Policy Framework in March 2013 (**Ref 3**), night-time (2300-0700 local time) $L_{Aeq,8h}$ noise contours have been produced on an annual basis for the designated[1] airports. Night-time $L_{Aeq,8h}$ contours have been calculated for Gatwick from 48 to 72 dB at 3 dB intervals in accordance with standard practice. Average summer night $L_{Aeq,8h}$ contours for Gatwick were first calculated for 2013.

1.6 At GAL's request, day and night contours using the supplementary noise metrics N65 16-hour and N60 8-hour respectively have also been produced. N65 and

[1] Heathrow, Gatwick and Stansted airports have been designated for the purpose of avoiding, limiting or mitigating the effect of noise from aircraft since 1971. The Secretary of State's powers to designate airports in England and Wales, and to set noise controls, are contained within Section 78 of the Civil Aviation Act 1982. These powers are devolved in Scotland and Northern Ireland.

N60 contours indicate the number of aircraft noise events exceeding a maximum sound level (L_{Amax}) of 65 and 60 dB respectively at a given location.

1.7 The objectives of this report are to explain the noise modelling methodology used to produce the 2020 contours for Gatwick Airport, to present the calculated noise contours and to assess the changes from the previous year (**Ref 4**). Long-term trends are also examined.

Gatwick Airport

1.8 Gatwick Airport is located approximately 28 miles (45 km) south of London and about 2 miles (3 km) north of Crawley. Aside from the nearby towns of Crawley and Horley it is situated in mostly lightly populated countryside (**Figure B1** of **Appendix B**).

1.9 Gatwick Airport has one main runway, designated 08R/26L, which is 3,316 m long. The Runway 26L landing threshold is displaced by 424 m, and the Runway 08R landing threshold displaced by 393 m.[2] There is also one standby runway (08L/26R) that is used when the main runway is out of operation, for example, due to maintenance work. There are two passenger terminals. The layout of the runways, taxiways and passenger terminals is shown in **Figure B2**.[3]

1.10 In the 2020 calendar year there were approximately 80,000 aircraft movements at Gatwick (2019: 285,000) and the airport handled 10.2 million passengers (2019: 46.6 million).[4]

[2] The runway threshold marks the beginning of the runway available for landing aircraft. A *displaced* threshold is a runway threshold that is not located at the physical end of the runway. A displaced threshold is often employed to give arriving aircraft sufficient clearance over an obstacle.

[3] UK AIP, AD 2.EGKK-2-1

[4] Source: Civil Aviation Authority (https://www.caa.co.uk/airportstatistics)

Chapter 2

Noise modelling methodology

ANCON model

2.1 Noise contours were calculated with the UK civil aircraft noise model ANCON (version 2.4), which is developed and maintained by ERCD on behalf of the DfT. A technical description of ANCON is provided in R&D Report 9842 (**Ref 5**). The ANCON model is also used for the production of annual contours for Heathrow and Stansted airports, and a number of other UK airports.

2.2 ANCON is fully compliant with the latest European guidance on noise modelling, ECAC.CEAC Doc 29 (Fourth edition), published in December 2016 (**Ref 6**). This guidance document represents internationally agreed best practice as implemented in modern aircraft noise models. The fourth edition introduced some minor changes to the modelling of start-of-roll noise, which were incorporated in the 2017 software update to ANCON (version 2.4).

Radar data

2.3 The noise modelling carried out by ERCD made extensive use of radar data extracted from Gatwick Airport's Noise and Track Keeping (NTK) system. The current ANOMS NTK system was installed in April 2019, replacing the previous Casper Noise NTK system. A study of the flight path information from the new ANOMS system confirmed that it continues to provide reliable flight data for the types of studies carried out by ERCD (**Ref 7**).

2.4 Most large airports have NTK systems, which take data from Air Traffic Control (ATC) radars and combine them with flight information such as call sign, aircraft registration, aircraft type and destination. Analyses of departure and arrival flight tracks and profiles are normally based on summer radar data. However, the mean track analysis was not performed for 2020, as explained in section 2.7.

Flight tracks

2.5 Aircraft departing Gatwick are required to follow specific flight paths called Noise Preferential Routes (NPRs) unless directed otherwise by ATC. NPRs were designed to avoid the overflight of built-up areas where possible. They establish a path from the take-off runway to the main UK air traffic routes and form the first part of the Standard Instrument Departure (SID) routes. The Gatwick NPR/SID routes are illustrated in **Figure B3**.

2.6 Associated with each NPR is a lateral swathe, which is defined by a pair of lines that diverge at 10 degrees from a point 2,000 m from start-of-roll, leading to a corridor extending 1.5 km either side of the nominal NPR centreline. Within this swathe the aircraft are considered to be flying on-track. The swathe takes account of various factors that affect track-keeping, including tolerances in navigational equipment, type and weight of aircraft, and weather conditions – particularly winds that may cause drifting when aircraft are turning. Aircraft reaching an altitude of 3,000 or 4,000 ft (depending on the route) at any point along an NPR may be turned off the route by ATC onto more direct headings to their destinations – a practice known as 'vectoring'. ATC may also vector aircraft from NPRs below this altitude for safety reasons, to avoid storms for example.

2.7 Normally, departure and arrival flight tracks are modelled using radar data extracted from the Gatwick NTK system over the 92-day summer period, 16 June to 15 September. Such mean flight tracks are calculated from 24-hour data since both day and night contours are produced. However, due to the reductions in traffic of around 80% and therefore substantially smaller contours expected for 2020, it was determined that mean track analysis would not be required as the results would be unlikely to have any significant effects on contour shapes.[5] The mean tracks and associated lateral dispersions from 2019 were therefore used for the modelling of the 2020 contours.

2.8 Over the 2020 summer night period, the standby runway 08L/26R was used by 22% of arrivals, so this was accounted for in the night contour modelling.

2.9 **Figure B4** shows a 24-hour sample of radar flight tracks from 27 August 2020. In previous years, in-house radar analysis software was used to calculate mean departure flight tracks and associated lateral dispersions for each NPR/SID, and arrival tracks for Runways 08R and 26L using evenly spaced 'spurs' about the extended runway centrelines.

2.10 Based on a visual inspection of the radar flight tracks for 2020, the majority of arriving aircraft joined the centrelines at distances between 13 and 31 km (7.0 and 16.7 nm) from threshold for Runway 26L, and between 12 and 25 km (6.5 and 13.5 nm) from threshold for Runway 08R.

Flight profiles

2.11 For each ANCON type, average flight profiles of height, speed and thrust versus track distance (for departures and arrivals separately) were reviewed and

[5] The lower number of movements during the COVID-19 lockdown enabled ATC to provide more expeditious flight paths (after compliance with track keeping and joining point requirements), but these changes occurred in locations far beyond the extent of the 2020 noise contours.

updated where necessary, using 2020 summer radar data. The engine power settings required for the aircraft to follow the average height and speed profiles were calculated from data describing aircraft performance characteristics within each of the different aircraft type categories.

2.12 The application of reverse thrust following touchdown was modelled for all ANCON types where applicable. Reverse thrust was included in both the day and night contours.

Noise emissions

2.13 At Gatwick, the NTK system captures data from both fixed and mobile noise monitors around the airport. Noise event data for individual aircraft operations were matched to operational data provided by the airport. The Gatwick NTK system employs 5 fixed monitors positioned approximately 6.5 km from start-of-roll, together with an array of mobile monitors that can be deployed anywhere within the NTK radar coverage area.[6]

2.14 The noise data collected were screened by ERCD with reference to several criteria so that only reliable data were used in the analysis. First of all, noise data that lay outside a 'weather window' were discarded. This ensured that the data used were not affected by adverse meteorological conditions such as precipitation and strong winds[7]. Secondly, the maximum noise level of the aircraft event had to exceed the noise monitor threshold by at least 10 dB to avoid underestimates of the Sound Exposure Level (SEL). Thirdly, only measurements obtained from aircraft operations that passed through a 60-degree inverted cone, centred at the noise monitor, were retained in order to minimise the effects of lateral attenuation and lateral directivity.[8]

2.15 The ANCON model calculates aircraft noise using a noise database expressing SEL as a function of engine power setting and slant distance to the receiver – also known as the 'Noise-Power-Distance' (NPD) relationship. The ANCON noise database is continually reviewed and updated with adjustments made annually when measurements show this to be necessary.

2.16 The most significant SEL noise database updates following noise measurements undertaken in 2020 were as follows:

[6] Further information on the noise monitors can be found in CAP 1149 (**Ref 8**).

[7] Wind speeds above 10 m/s, in accordance with ISO 20906 (**Ref 9**).

[8] *Lateral attenuation* is the excess sound attenuation caused by the ground surface, which can be significant at low angles of elevation. *Lateral directivity* is the non-uniform directionality of sound radiated laterally about the roll axis of the aircraft – this is influenced to a large extent by the positioning of the engines.

- **EA319C** – 1 dB quieter on departure at most distances. On arrival, 1 dB quieter up to 11 km from threshold, and up to 2 dB quieter beyond 11 km from threshold.

- **EA320C** – 1 to 1.5 dB quieter on departure at most distances. On arrival, up to 0.5 dB quieter between 0 and 5 km from threshold, and up to 1.5 dB quieter at distances beyond 5 km from threshold.

- **EA320NEO** – 0.5 to 1.0 dB quieter on arrival at most distances.

- **EA321NEO** – 0.5 dB quieter on departure at most distances. Up to 1.5 dB noisier on arrival beyond 7 km from threshold.

- **EA223** – the engine resonance noise that is present during approach for the Airbus A220-300 has been included.

2.17 Validation of L_{Amax} levels, which are the basis of the N65 and N60 contours (but not the L_{eq} contours), was also carried out. The most significant L_{Amax} noise database updates following noise measurements undertaken in 2020 were as follows:

- **EA319C** – up to 2 dB quieter on departure at distances of up to 14 km from start-of-roll, thereafter up to 1 dB noisier. On arrival, up to 0.5 dB quieter at distances of up to 7 km from threshold, up to 1 dB noisier between 7-13 km, and up to 1.5 dB quieter at distances greater than 13 km.

- **EA320C** – up to 2.5 dB quieter on departure at distances of up to 16 km from start-of-roll. On arrival, up to 0.5 dB quieter at distances of up to 8 km from threshold, up to 0.5 dB noisier between 8-14 km, and up to 1 dB quieter at distances greater than 14 km.

- **EA320NEO** – around 0.5-1.0 dB quieter on departure at most distances. On arrival, up to 2 dB noisier beyond 7 km from threshold.

- **EA321NEO** – around 0.5 dB quieter on departure at most distances. On arrival, up to about 0.5 dB quieter at distances of up to 7 km from threshold, thereafter up to 1 dB noisier.

- **EA223** – the engine resonance noise that is present during approach for the Airbus A220-300 has been included.

2.18 The noise reductions seen above were possibly due to reduced passenger load factors, higher flight profiles of aircraft height and lower engine thrust settings.

Daytime traffic distributions by Noise Class

2.19 The L_{eq} contours were based on the daily average movements that took place during the 16-hour day (0700-2300 local time) and 8-hour night (2300-0700 local time), over the 92-day summer period from 16 June to 15 September inclusive. The source of this information was the Gatwick NTK system, which stores radar data supplemented by daily flight plans. Traffic statistics from NTK data were cross-checked with runway logs supplied by Air Navigation Solutions Ltd[9] and close agreement was found.

2.20 The average number of daily movements at Gatwick over the 2020 summer day period was 148.5, 81% lower than the previous year (2019: 765.7). These unprecedented reductions resulted from the effects of the COVID-19 pandemic on aviation worldwide.

2.21 **Table C1** of **Appendix C** lists the average summer day movements by aircraft 'Noise Classes' (A to H), which are ranked in ascending order of noise emission, i.e. from least to most noisy. Similar to 2019, Noise Class C, D and E have been subdivided into 3rd and 4th generation subclasses (denoted 'C3' and 'C4' etc), with the 4th generation subclass covering the more modern, quieter aircraft as follows:

- Noise Class C4 = B738MAX, EA223, EA320NEO, EA321NEO
- Noise Class D4 = B789, B7810, EA33NEO, EA359, EA3510
- Noise Class E4 = EA38GP, EA38R

2.22 In 2020, 96% of movements were within Noise Class C3/C4 (i.e. narrow-body ICAO Chapter 3/4 jet aircraft[10]), which was 8% higher than in 2019. The proportion of Noise Class C3 movements fell from 80% in 2019 to 66% in 2020. Noise Class C4 accounted for 30% of total movements, a rise from 8% in 2019.

2.23 Wide-body twin-engine aircraft (Noise Class D3/D4) represented 3% of total movements in 2020, 7% lower than in 2019 (10%). Noise Class D4 comprised 1% of total movements.

2.24 Wide-body 4-engine aircraft (Noise Class E3/E4) movements were insignificant in 2020, compared to 2% in 2019.

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[9] Air Navigation Solutions Ltd, a wholly owned subsidiary of the DFS Group, is the provider of air traffic control services to Gatwick Airport. Prior to March 2016, this responsibility belonged to NATS.

[10] Aircraft certification noise levels are classified by the ICAO *Standards and Recommended Practices – Aircraft Noise: Annex 16 to the Convention on International Civil Aviation* into 'Chapter 3', 'Chapter 4' and 'Chapter 14' types. The Chapter 4 standard (applicable from 2006) is more stringent than the Chapter 3 standard (1977) and typically characterised by modern, quieter, high-bypass turbofan aircraft. The latest Chapter 14 standard is applicable to new large aircraft types presented for certification from 31 December 2017 and it represents a further level of stringency compared to the Chapter 4 standard.

2.25 Movements by small and large propeller aircraft (Noise Class A and B respectively) both only represented 0.1% of the total. There were no movements in Noise Classes F, G and H, which represent the oldest and noisiest aircraft types that no longer operate at Gatwick.

2.26 It is estimated that over 99%[11] of aircraft movements in the 2020 summer day period were compliant with the ICAO Chapter 4 noise standard. In addition, it is estimated that around 63% of the aircraft movements during the 2020 summer day met the latest ICAO Chapter 14 noise standard.

2.27 **Figure B5** illustrates the changing distribution of traffic among the 8 Noise Classes over the summer day period from 1988 to 2020 inclusive. The shift over the years to increasingly higher proportions of narrow-body jet aircraft (i.e. Noise Class C) can be clearly seen.

Night-time traffic distributions by Noise Class

2.28 The average number of movements over the 2020 summer night period was 20.4, an 84% decrease from the previous year (2019: 126.6). Departures accounted for 55% of total summer night movements in 2020.

2.29 **Table C2** lists the average summer night movements by aircraft Noise Class, ranked in ascending order of noise emission. Additional subclasses were introduced from 2019 for Noise Class C, D and E (see section 2.20).

2.30 Narrow-body jet aircraft (Noise Classes C3/C4) were responsible for 95% of movements at night in 2020, 7% higher than in 2019. Noise Class C4 accounted for 48% of total night movements, a rise from the 2019 figure of 15%.

2.31 Wide-body twin-engine aircraft (Noise Classes D3/D4) accounted for 5% of movements, 1% less than in 2019. Noise Class D4 made up 3% of total movements.

2.32 There were no wide-body 4-engine aircraft movements (Noise Classes E3/E4) at night in 2020.

2.33 There were insignificant Noise Class A movements and no night-time movements within Noise Classes B, F, G and H.

2.34 It is estimated that over 99% of aircraft in the 2020 summer night period were compliant with the ICAO Chapter 4 noise standard. It is also estimated that approximately 75% of the aircraft movements at night met the ICAO Chapter 14 noise standard.

[11] The percentage figure is an estimate because in some cases, detailed aircraft information (e.g. aircraft weight, engine modifications) was not readily available, so some assumptions had to be made.

Daytime traffic distributions by ANCON type

2.35 A breakdown of the 2020 average summer day movements by ANCON type is provided in **Table C3**. The largest daily decreases in movements were for the ANCON types EA319C (-148.4), B738 (-91.3), EA320C (-89.9) and EA320V (-84.0), which were all within Noise Class C4 (note: descriptions of all the ANCON types can be found in **Table D1** of **Appendix D**).

2.36 The Airbus A320[12] and A320neo[13] aircraft families accounted for 81% of total daytime movements in 2020.

2.37 **Figure B6** illustrates the movements by ANCON type for the 2020 average summer day. The most frequent ANCON types were the EA320C (40.0 movements), EA319C (28.3) and EA320NEO (26.0).

2.38 The noise dominant ANCON types on departure were, in descending order, the EA320C, EA319C and B738. On arrival the noise dominant ANCON types were the EA320C, EA319C and EA320NEO. They were responsible for the highest contributions of 'noise energy', which is a function of both aircraft noise level and movement numbers.

Night-time traffic distributions by ANCON type

2.39 A breakdown of the 2020 average summer night movements by ANCON type is provided in **Table C4**. The largest night-time movement decreases were for the EA319C (-21.1), EA320V (-15.8), B738 (-15.2) and EA320C (-13.8).

2.40 **Figure B7** illustrates the numbers of movements by ANCON aircraft type for the 2020 average summer night. The most frequent types were the EA320NEO with 5.9 per night, the EA320C with 5.1 and the EA321NEO with 3.9.

2.41 The noise dominant ANCON types on departure were the EA320C, EA319C and EA320NEO. On arrival, the noise dominant types were the EA320NEO, EA320C and EA321NEO. They were responsible for the highest contributions of 'noise energy', which is a function of both aircraft noise level and movement numbers.

Daytime traffic distributions by NPR/SID route

2.42 **Figure B8** shows the percentage distribution of aircraft departures by NPR/SID route for the 2020 average summer day period, with distribution figures from 2019 for comparison. The 'wrap-around' route 26LAM (Route 4) had the highest

[12] A319/A320/A321 (there were no A318 movements in 2020)

[13] A320neo/A321neo (there were no A319neo movements in 2020)

loading of departure traffic in 2020 (35%), an increase of 8% from the previous year. This was followed by the 26BOG (Route 7) and 26SAM (Route 1) routes, each with 23% and 16% of total departure movements respectively. For the Runway 08R routes, there was a decrease of 3% on 08KEN (Route 3), but changes in percentage loading on the other routes were 1% or less.

2.43 The 2020 summer day departure traffic was 82% lower than in 2019, so routes with percentage increases in loadings still have many fewer flights than 2019.

Night-time traffic distributions by NPR/SID route

2.44 **Figure B9** shows the percentage distribution of aircraft departures by NPR/SID route for the 2020 average summer night period, with distribution figures from 2019 for comparison. Like the daytime distributions, 26LAM had the highest loading of departure traffic (32%) in 2020, followed by the 26BOG route with 25%, which was an increase of 6% from 2019. For the easterly routes, the percentage loading on 08KEN fell by 3%, but on all other routes they increased by 1%.

2.45 The 2020 summer night departure traffic was 75% lower than in 2019, so routes with percentage increases in loadings still have many fewer flights than 2019.

Runway modal splits

2.46 In general, aircraft will take-off and land into a headwind to maximise lift during take-off and landing. The wind direction, which varies over the course of a year, will therefore have an important influence on the usage of runways. The ratio of westerly (i.e. Runway 26L) and easterly (i.e. Runway 08R) operations is referred to as the runway modal split.

2.47 Two sets of contours have been produced for the 2020 summer day:

(a) Using the 'actual' modal split over the $L_{Aeq,16h}$ day period; and

(b) Assuming the 'standard' modal split over the $L_{Aeq,16h}$ day period, i.e. the long-term modal split calculated from the 20-year rolling average. For 2020, this is the 20-year period from 2001 to 2020. Use of the standard modal split enables year-on-year comparisons without the runway usage significantly affecting the contour shape.

2.48 The actual and standard daytime west / east (W / E) percentage modal splits for 2020 and 2019 are summarised in **Table 1**.

Table 1 Gatwick summer day runway modal splits

Year	Actual (W / E percentage)	Standard (W / E percentage)
2020	76 / 24	75 / 25
2019	73 / 27	75 / 25

2.49 The daytime actual modal split in 2020 (76% west / 24% east) had a 3% higher proportion of westerly operations compared to 2019. The 2020 standard modal split of 75% west / 25% east was unchanged from 2019. Historical runway modal splits at Gatwick for the past 20 years are summarised in **Figure B10**.

2.50 The actual and 10-year average night-time modal splits for 2020 and 2019 are summarised in **Table 2**. The night-time actual runway modal split for the 2020 summer period was 76% west / 24% east. The percentage of westerly operations was 4% higher compared to 2019. The summer night 10-year (2011-2020) average modal split was 75% west / 25% east.

Table 2 Gatwick summer night runway modal splits

Year	Actual (W / E percentage)	10-year average (W / E percentage)
2020	76 / 24	75 / 25
2019	72 / 28	75 / 25

Topography

2.51 The topography around Gatwick Airport was modelled by accounting for terrain height. This was achieved by geometrical corrections for source-receiver distance and elevation angles. Other, more complex effects, such as lateral attenuation from uneven ground surfaces and noise screening/reflection effects due to topographical features, were not taken into account.

2.52 ERCD holds OS terrain height data on a 50-metre grid for the whole of Great Britain. Interpolation was performed to generate height data at each of the calculation points on the receiver grid used by the ANCON noise model. The terrain heights in the vicinity of Gatwick Airport are shown in **Figure B11**.

Population and ‘Points of Interest’ databases

2.53 Estimates were made of the numbers of people and households enclosed within the noise contours. The population data used in this report for the summer contours are a 2020 update of the 2011 Census supplied by CACI Limited.

2.54 The CACI population database contains data referenced at postcode level. Population and household numbers for each postcode are assigned to a single coordinate located at the postcode's centroid. The postcode data points and associated population counts for the area around Gatwick Airport are illustrated in **Figure B12**.

2.55 Within the extent of the 2020 average summer day actual 54 dB $L_{Aeq,16h}$ contour, the population count using the 2020 population database was about 11% lower (about 50 people less) than with the 2019 database. As the 54 dB contour in 2020 was much smaller compared to 2019 and thus more sensitive to population changes, the population change for the 2019 54 dB $L_{Aeq,16h}$ boundary was also assessed. The population change within this larger boundary was a decrease of 1% using the 2020 database compared to the 2019 database.

2.56 Estimates have also been made of the numbers of noise sensitive buildings situated within the contours, using the PointX 'Points of Interest' (2020) database. For this study, the noise sensitive buildings that have been considered are community buildings, hospitals, schools (including nurseries) and places of worship.

Chapter 3
Results

2020 summary day actual $L_{Aeq,16h}$ contours

3.1 The Gatwick 2020 summer day $L_{Aeq,16h}$ noise contours generated with the actual runway modal split (76% west / 24% east) are shown in **Figure B13**. The contours are plotted from 54 to 72 dB at 3 dB intervals.

3.2 Cumulative estimates of the areas, populations and households within the 2020 summer day actual contours are provided in **Table 3**.

Table 3 Gatwick 2020 summer day actual $L_{Aeq,16h}$ contours – area, population and household estimates

$L_{Aeq,16h}$ (dB)	Area (km^2)	Population	Households
> 54	13.3	500	150
> 57	7.0	150	50
> 60	3.6	50	< 50
> 63	2.0	0	0
> 66	1.2	0	0
> 69	0.8	0	0
> 72	0.5	0	0

Note: Populations and households are given to the nearest 50.

3.3 The 2020 summer day actual 54 dB $L_{Aeq,16h}$ contour enclosed an area of 13.3 km^2 and a population of 500.

3.4 Estimates of the cumulative numbers of noise sensitive buildings within the 2020 summer day actual $L_{Aeq,16h}$ contours are provided in **Table 4**.

Table 4 Gatwick 2020 summer day actual $L_{Aeq,16h}$ contours – noise sensitive building estimates

$L_{Aeq,16h}$ (dB)	Community buildings	Hospitals	Schools	Places of worship
> 54	0	0	1	3
> 57	0	0	1	2
> 60	0	0	0	1
> 63	0	0	0	0
> 66	0	0	0	0
> 69	0	0	0	0
> 72	0	0	0	0

2020 summer night actual $L_{Aeq,8h}$ contours

3.5 The Gatwick 2020 summer night $L_{Aeq,8h}$ noise contours generated with the actual runway modal split (76% west / 24% east) are shown in **Figure B14**. The contours are plotted from 48 to 66 dB at 3 dB intervals (note: the 69 and 72 dB contours have been omitted for clarity).

3.6 Cumulative estimates of the areas, populations and households within the 2020 summer night actual $L_{Aeq,8h}$ contours are provided in **Table 5**.

3.7 The 2020 summer night actual 48 dB $L_{Aeq,8h}$ contour enclosed an area of 13.1 km^2 and a population of 500.

3.8 Estimates of the cumulative numbers of noise sensitive buildings within the 2020 summer night actual $L_{Aeq,8h}$ contours are provided in **Table 6**.

Table 5 Gatwick 2020 summer night actual $L_{Aeq,8h}$ contours – area, population and household estimates

$L_{Aeq,8h}$ (dB)	Area (km^2)	Population	Households
> 48	13.1	500	150
> 51	6.9	150	50
> 54	3.5	50	< 50
> 57	1.9	0	0
> 60	1.2	0	0
> 63	0.8	0	0
> 66	0.5	0	0
> 69	0.3	0	0
> 72	0.1	0	0

Note: Populations and households are given to the nearest 50.

Table 6 Gatwick 2020 summer night actual $L_{Aeq,8h}$ contours – noise sensitive building estimates

$L_{Aeq,8h}$ (dB)	Community buildings	Hospitals	Schools	Places of worship
> 48	0	0	1	3
> 51	0	0	1	2
> 54	0	0	0	1
> 57	0	0	0	0
> 60	0	0	0	0
> 63	0	0	0	0
> 66	0	0	0	0
> 69	0	0	0	0
> 72	0	0	0	0

2020 summer day standard $L_{Aeq,16h}$ contours

3.9 The Gatwick 2020 summer day $L_{Aeq,16h}$ noise contours generated with the standard runway modal split (75% west / 25% east) are shown in **Figure B15**. The contours are plotted from 54 to 72 dB at 3 dB intervals.

3.10 Cumulative estimates of the areas, populations and households within the 2020 summer day standard $L_{Aeq,16h}$ contours are provided in **Table 7**.

Table 7 Gatwick 2020 summer day standard $L_{Aeq,16h}$ contours – area, population and household estimates

$L_{Aeq,16h}$ (dB)	Area (km^2)	Population	Households
> 54	13.3	500	150
> 57	7.0	150	50
> 60	3.6	50	< 50
> 63	2.0	0	0
> 66	1.2	0	0
> 69	0.8	0	0
> 72	0.5	0	0

Note: Populations and households are given to the nearest 50.

3.11 The 2020 summer day standard 54 dB $L_{Aeq,16h}$ contour enclosed an area of 13.3 km^2 and a population of 500.

3.12 Estimates of the cumulative numbers of noise sensitive buildings within the 2020 summer day standard $L_{Aeq,16h}$ contours are provided in **Table 8**.

Table 8 Gatwick 2020 summer day standard $L_{Aeq,16h}$ contours – noise sensitive building estimates

$L_{Aeq,16h}$ (dB)	Community buildings	Hospitals	Schools	Places of worship
> 54	0	0	1	3
> 57	0	0	1	2
> 60	0	0	0	1
> 63	0	0	0	0
> 66	0	0	0	0
> 69	0	0	0	0
> 72	0	0	0	0

2020 summer night 10-year average modal split $L_{Aeq,8h}$ contours

3.13 The Gatwick 2020 summer night $L_{Aeq,8h}$ noise contours generated with the 10-year average (2011-2020) summer night period runway modal split (75% west / 25% east) are shown in **Figure B16**. The contours are plotted from 48 to 66 dB at 3 dB intervals (note: the 69 and 72 dB contours have been omitted for clarity).

3.14 Cumulative estimates of the areas, populations and households within the 2020 summer night 10-year average modal split $L_{Aeq,8h}$ contours are provided in **Table 9**.

3.15 The 2020 summer night 10-year average modal split 48 dB $L_{Aeq,8h}$ contour enclosed an area of 13.1 km^2 (2019: 90.4 km^2) and a population of 500 (2019: 12,100).

3.16 Estimates of the cumulative numbers of noise sensitive buildings within the 2020 summer night 10-year average modal split $L_{Aeq,8h}$ contours are provided in **Table 10**.

Table 10 Gatwick 2020 summer night 10-year average modal split $L_{Aeq,8h}$ contours – area, population and household estimates

$L_{Aeq,8h}$ (dB)	Area (km^2)	Population	Households
> 48	13.1	500	150
> 51	6.9	150	50
> 54	3.5	50	< 50
> 57	1.9	0	0
> 60	1.2	0	0
> 63	0.8	0	0
> 66	0.5	0	0
> 69	0.3	0	0
> 72	0.1	0	0

Note: Populations and households are given to the nearest 50.

Table 10 Gatwick 2020 summer night 10-year average modal split $L_{Aeq,8h}$ contours – noise sensitive building estimates

$L_{Aeq,8h}$ (dB)	Community buildings	Hospitals	Schools	Places of worship
> 48	0	0	1	3
> 51	0	0	1	2
> 54	0	0	0	0
> 57	0	0	0	0
> 60	0	0	0	0
> 63	0	0	0	0
> 66	0	0	0	0
> 69	0	0	0	0
> 72	0	0	0	0

2020 summary day actual $L_{Aeq,16h}$ contours – comparison with 2019

3.17 The Gatwick 2020 and 2019 summer day actual modal split $L_{Aeq,16h}$ contours are compared in **Figure B17**. For clarity, the 2020 contours are only plotted from 54 to 66 dB, and the 2019 contours are only plotted from 54 to 60 dB.

3.18 **Table 11** summarises the areas, populations and percentage changes from 2019 to 2020.

Table 11 Gatwick 2019 and 2020 summer day actual $L_{Aeq,16h}$ contours – area and population estimates

$L_{Aeq,16h}$ (dB)	2019 area (km^2)	2020 area (km^2)	Area change	2019 population	2020 population	Population change
> 54	73.6	13.3	-82%	9,900	500	-95%
> 57	38.7	7.0	-82%	2,550	150	-94%
> 60	22.4	3.6	-84%	1,450	50	-97%
> 63	12.6	2.0	-84%	550	0	-100%
> 66	6.7	1.2	-82%	200	0	-100%
> 69	3.5	0.8	-77%	100	0	-100%
> 72	1.9	0.5	-74%	0	0	(-)

Note: The 2019 and 2020 summer day actual runway modal splits were 73% W / 27% E and 76% W / 24% E respectively.

3.19 The 54 dB $L_{Aeq,16h}$ contour area decreased by 82% in 2020 and area reductions of up to 84% were also found at the higher contour levels. This resulted predominantly from the 81% reduction in movements caused by the COVID-19 pandemic.

3.20 The population count for the 54 dB contour fell by 95% in 2020 and by up to 100% at the higher contour levels.

3.21 Percentage changes in contour area are not necessarily accompanied by similar changes in enclosed population because of the uneven distribution of populations around the airport.

2020 summer night actual $L_{Aeq,8h}$ contours – comparison with 2019

3.22 The Gatwick 2020 and 2019 summer night actual modal split $L_{Aeq,8h}$ contours are compared in **Figure B18**. For clarity, the 2020 contours are only plotted from 48 to 60 dB, and the 2019 contours are only plotted from 48 to 54 dB.

3.23 Runway modal splits were modelled separately for departures (73% W / 27% E) and arrivals (79% W / 21% E) due to their significant difference.

3.24 **Table 12** summarises the areas, populations and percentage changes from 2019 to 2020.

Table 12 Gatwick 2019 and 2020 summer night actual $L_{Aeq,8h}$ contours – area and population estimates

$L_{Aeq,8h}$ (dB)	2019 area (km^2)	2020 area (km^2)	Area change	2019 population	2020 population	Population change
> 48	90.5	13.1	-86%	12,200	500	-96%
> 51	46.0	6.9	-85%	5,500	150	-97%
> 54	24.7	3.5	-86%	1,600	50	-97%
> 57	14.0	1.9	-86%	750	0	-100%
> 60	7.4	1.2	-84%	300	0	-100%
> 63	3.8	0.8	-79%	150	0	-100%
> 66	2.1	0.5	-76%	0	0	(-)
> 69	1.3	0.3	-77%	0	0	(-)
> 72	0.8	0.1	-88%	0	0	(-)

Note: The 2019 and 2020 summer night actual runway modal splits were 72% W / 28% E and 76% W / 24% E respectively.

3.25 The 48 dB $L_{Aeq,8h}$ contour area in 2020 decreased by 86% compared to 2019, mainly as a consequence of the 84% reduction in movements caused by the COVID-19 pandemic. Decreases of a similar magnitude were also present at the other contour levels.

3.26 The population count dropped by 96% within the 48 dB $L_{Aeq,8h}$ contour and by up to 100% at the higher contour levels.

2020 summer day standard $L_{Aeq,16h}$ contours – comparison with 2019

3.27 The Gatwick 2020 and 2019 summer day standard modal split $L_{Aeq,16h}$ contours are compared in **Figure B19**. For clarity, the 2020 contours are only plotted from 54 to 66 dB, and the 2019 contours are only plotted from 54 to 60 dB.

3.28 **Table 13** summarises the areas, populations and percentage changes from 2019 to 2020.

3.29 The standard contours normally provide a clearer indication than the actual contours of 'fleet noise level' changes from year to year, because they minimise the effects of any differences between the ratios of westerly to easterly operations.

Table 13 Gatwick 2019 and 2020 summer day standard $L_{Aeq,16h}$ contours – area and population estimates

$L_{Aeq,16h}$ (dB)	2019 area (km^2)	2020 area (km^2)	Area change	2019 population	2020 population	Population change
> 54	74.0	13.3	-82%	9,850	500	-95%
> 57	38.7	7.0	-82%	2,550	150	-94%
> 60	22.4	3.6	-84%	1,450	50	-97%
> 63	12.6	2.0	-84%	550	0	-100%
> 66	6.7	1.2	-82%	250	0	-100%
> 69	3.5	0.8	-77%	100	0	-100%
> 72	1.9	0.5	-74%	0	0	(-)

Note: The 2019 and 2020 summer day standard runway modal splits were both 75% W / 25% E.

3.30 The 2020 standard modal split 54 dB $L_{Aeq,16h}$ contour area decreased by 82% compared to 2019 and similar area decreases were also seen at the higher contour levels.

3.31 The 82% reduction in the 54 dB $L_{Aeq,16h}$ area can be broken down approximately as follows:

- 76% due to the fall in movements.
- 6% due to fleet mix changes and noise updates following 2020 measurements.

3.32 There was a 95% population decrease in 2020 at the 54 dB contour level and reductions of up to 100% at the higher contour levels.

Daytime $L_{Aeq,16h}$ noise contour historical trend

3.33 **Figure B20** shows how the 57 dB $L_{Aeq,16h}$ day actual modal split contour has changed in area and population terms since 1988 by comparison with the total annual (365-day) aircraft movements. Actual modal split data are used in this figure because standard modal split contours were not produced prior to 1995.

Movements

3.34 Aircraft movements reached a low in 1991 (the year of the First Gulf War) and did not return to 1990 levels until 1995. From 1995 to 2000 they increased steadily. From 2000 to 2002 movements decreased, possibly as a consequence of the terrorist attacks on 11 September 2001. There was little change in the total annual number of movements from 2002 to 2003, but annual movements rose steadily from 2004 to 2007. However, the annual movement figure for 2008 fell by 1% from 2007 - this may be attributed to the fluctuating oil price and economic downturn. The annual movements fell even further in 2009, by 4%, as the global recession continued to impact upon the aviation industry.

3.35 Movements dropped for the third year in a row in 2010, by a further 5%. This was due in part to the volcanic ash crisis in April and adverse winter weather conditions. However, there was a recovery in 2011 from the adverse events of the previous year as traffic levels rose by 4%. In 2012 traffic levels fell by 2% following a reduction in charter flights at Gatwick. However, movement numbers increased from 2013 through to 2017 as demand returned. Movements then reduced by 1% in 2018, caused in part by serious disruptions in December 2018 following drone sightings at the airport. Movements rose slightly (by 0.4%) in 2019.

3.36 The COVID-19 global pandemic in 2020 caused a 72% fall in annual movements at Gatwick.

Areas

3.37 From 1988 to 1993, the area within the 57 dB $L_{Aeq,16h}$ contour diminished and then increased until 1996. From 1996 onwards the area decreased each year but levelled off between 1999 and 2000. In 2001, the area fell by 22% relative to the previous year, and in 2002, the contour area decreased by 19% relative to 2001. From 2002 to 2008 the contour area fluctuated within a narrow range from 45 to 49 km^2. However, the area fell below this range to 41 km^2 in 2009, and dropped further in 2010 to 39.6 km^2, which at the time was the smallest ever area calculated for Gatwick, as the global recession impacted upon the aviation industry.

3.38 Since 2011 the contour area has fluctuated within the range 40-44 km^2. The contour area increased by 2% in 2011 to 40.4 km^2 as movements started to recover. In 2012 the area was again higher by 2%, this time mainly due to some

changes in the fleet mix. The 2013 contour area reduced by 1% from 2012 despite a rise in movements, largely because of fleet mix changes in favour of quieter types. However, in 2014 the contour area increased by 3% as total movements rose again and some large twin-turboprop aircraft were replaced by narrow-body jets. There was a 1% area increase in 2015 as higher numbers of movements were largely offset by noise adjustments to some of the ANCON aircraft types in the light of monitoring data. In 2016 the area increased again to 44.2 km^2 as movements rose by 4%. However, in 2017 the area fell by 3% as noise levels reduced for the Airbus A319/A320 aircraft on arrival, which was likely the result of most of these types having received the FOPP (Fuel Over Pressure Protector) modification to reduce approach noise. In 2018 the area fell again, this time by 6%, primarily because noise measurements showed that the noise dominant aircraft types were quieter on arrival. The area decreased for the third year running in 2019 (by 3%) to its lowest ever level of 38.7 km^2, as the proportion of more modern, quieter types (such as the Airbus A320neo and A321neo) in the fleet mix increased.

3.39 The COVID-19 pandemic had unprecedented impacts on air travel in 2020, causing a 72% drop in annual movements at Gatwick and an 82% reduction in the 57 dB contour area, which fell to an all-time low of 7.0 km^2.

Populations

3.40 The population numbers within the contours have generally moved in line with the areas. They dropped to the lowest ever level in 2010 when the area was also at its lowest, but since 2011 have fluctuated between approximately 3,000-4,000. The 19% rise in population for 2012 was largely the result of the contour extending over a densely populated area (Lingfield). In 2013, the population dropped by 11% as the higher proportion of easterly movements caused the contour to retreat from Lingfield. The population count increased by 2% in 2014 following the inclusion of Gatwick immigration removal centre residents in the population database for the first time. An 11% rise in population occurred in 2015 as the contour extended over Lingfield, after a shift in the runway modal split back to a more typical figure. The population increased again in 2016 as an 11% higher proportion of westerly operations extended the contour over parts of Lingfield. However, in 2017 the population decreased by 2% following an area reduction. The population also fell in 2018 (this time by 31%) as quieter aircraft on arrival and a 10% reduction in westerly movements shifted the contour away from Lingfield. The population count decreased (by 9%) for the third year running in 2019 to its lowest ever level of 2,550 as the contour area also fell to its lowest level since 1988.

3.41 The 82% contour area reduction in 2020 meant the population within the 57 dB contour also fell to the lowest level ever recorded (150).

Supplementary noise metric – N65 day contours

3.42 Contours using the supplementary noise metric N65[14] have been produced for the 2020 summer day period, using the same modelling input data as the $L_{Aeq,16h}$ day actual modal split (76% W / 24% E) contours. The contours are shown in **Figure B21**, plotted at levels 20, 50, and 100 events, and overlaid onto the 2019 results plotted only at the 20 and 50-event levels for clarity. Estimates of area, population and households are summarised in **Table 14**.

Table 14 Gatwick 2020 summer day actual modal split N65 contours – area, population and household estimates

N65	Area (km^2)	Population	Households
> 20	67.2	8,200	3,250
> 50	39.8	5,200	2,000
> 100	2.0	< 50	0
> 200	0.0	0	0
> 500	0.0	0	0

Note: Populations and households are given to the nearest 50. The 2020 summer day actual runway modal split was 76% W / 24% E.

3.43 The 2020 summer day actual N65 20-event contour enclosed an area of 67.2 km^2 (2019: 150.2 km^2) and a population of 8,200 (2019: 24,450).

3.44 Estimates of the cumulative numbers of noise sensitive buildings within the 2020 summer day actual N65 contours are provided in **Table 15**.

Table 15 Gatwick 2020 summer day actual modal split N65 contours – noise sensitive building estimates

N65	Community buildings	Hospitals	Schools	Places of worship
> 20	5	0	13	12
> 50	3	0	8	8
> 100	0	0	0	1
> 200	0	0	0	0
> 500	0	0	0	0

[14] N65 contours show the number of aircraft noise events exceeding 65 dB L_{Amax}.

3.45 N65 contours have also been produced for the 2020 summer day period with the standard modal split (75% W / 25% E). The contours are shown in **Figure B22**, plotted at levels 20, 50 and 100 events, and overlaid onto the 2019 results plotted only at the 20 and 50-event levels for clarity. Estimates of area, population and households are summarised in **Table 16**.

Table 16 Gatwick 2020 summer day standard modal split N65 contours – area, population and household estimates

N65	Area (km^2)	Population	Households
> 20	67.2	8,250	3,300
> 50	39.5	5,200	2,000
> 100	2.0	< 50	0
> 200	0.0	0	0
> 500	0.0	0	0

Note: Populations and households are given to the nearest 50. The 2020 summer day standard runway modal split was 75% W / 25% E.

3.46 The 2020 summer day standard N65 20-event contour enclosed an area of 67.2 km^2 (2019: 149.9 km^2) and a population of 8,250 (2019: 24,100).

3.47 Estimates of the cumulative numbers of noise sensitive buildings within the 2020 summer day standard N65 contours are provided in **Table 17**.

Table 17 Gatwick 2020 summer day standard modal split N65 contours – noise sensitive building estimates

N65	Community buildings	Hospitals	Schools	Places of worship
> 20	5	0	13	12
> 50	3	0	8	8
> 100	0	0	0	1
> 200	0	0	0	0
> 500	0	0	0	0

Supplementary noise metric – N60 night contours

3.48 Contours using the supplementary noise metric N60[15] have been produced for the 2020 summer night period, using the same modelling input data as the $L_{Aeq,8h}$ night actual modal split (76% W / 24% E) contours. As with the $L_{Aeq,8h}$ contours, runway modal splits were modelled separately for departures (73% W / 27% E) and arrivals (79% W / 21% E) due to their significant difference.

3.49 The contours are shown in **Figure B23**, plotted at levels 10 and 20 events, and overlaid onto the 2019 results plotted only at the 10 and 20-event levels for clarity. Estimates of area, population and households are summarised in **Table 18**.

Table 18 Gatwick 2020 summer night actual modal split N60 contours – area, population and household estimates

N60	Area (km^2)	Population	Households
> 10	32.7	1,950	800
> 20	0.6	0	0
> 50	0.0	0	0
> 100	0.0	0	0

Note: Populations and households are given to the nearest 50. The 2020 summer night actual runway modal split was 76% W / 24% E.

3.50 The 2020 summer night actual N60 10-event contour enclosed an area of 32.7 km^2 (2019: 204.2 km^2) and a population of 1,950 (2019: 33,850).

3.51 Estimates of the cumulative numbers of noise sensitive buildings within the 2020 summer night actual N60 contours are provided in **Table 19**.

Table 19 Gatwick 2020 summer night actual modal split N60 contours – noise sensitive building estimates

N60	Community buildings	Hospitals	Schools	Places of worship
> 10	1	0	5	4
> 20	0	0	0	0
> 50	0	0	0	0
> 100	0	0	0	0

[15] N60 contours show the number of aircraft noise events exceeding 60 dB L_{Amax}.

3.52 N60 contours have also been produced for the 2020 summer night period with the $L_{Aeq,8h}$ night 10-year average modal split (75% W / 25% E). The contours are shown in **Figure B24**, plotted at levels 10 and 20 events, and overlaid onto the 2019 results plotted only at the 10 and 20-event levels for clarity. Estimates of area, population and households are summarised in **Table 20**.

Table 20 Gatwick 2020 summer night 10-year average modal split N60 contours – area, population and household estimates

N60	Area (km^2)	Population	Households
> 10	21.9	800	250
> 20	0.6	0	0
> 50	0.0	0	0
> 100	0.0	0	0

Note: Populations and households are given to the nearest 50. The 2020 summer night 10-year average runway modal split was 75% W / 25% E.

3.53 The 2020 summer night 10-year average N60 10-event contour enclosed an area of 21.9 km^2 (2019: 205.1 km^2) and a population of 800 (2019: 33,400).

3.54 The relatively large differences at the 10-event level compared to the actual modal split results arise from the fact that both departures and arrivals are assumed to have the same runway modal split of 75% west / 25% east, whereas the actual modal split calculations account for the runway splits for departures and arrivals separately (see section 3.47). The lower percentage of westerly arrivals for the 10-year average case (75% compared to 79%) and lower percentage of easterly departures for the 10-year average case (25% compared to 27%) have the combined effect of shrinking the 10-event contour to the east of the airport and reducing the overall area.

3.55 ‘Number Above’ contour areas can be sensitive to changes in runway modal splits as they are based on counts of aircraft events above a noise threshold, which often produces step changes in area for certain event levels - much more so than L_{Aeq} contours where area changes are gradual.

3.56 Estimates of the cumulative numbers of noise sensitive buildings within the 2020 summer night 10-year average N60 contours are provided in **Table 21**.

Table 21 Gatwick 2020 summer night 10-year average modal split N60 contours – noise sensitive building estimates

N60	Community buildings	Hospitals	Schools	Places of worship
> 10	0	0	1	1
> 20	0	0	0	0
> 50	0	0	0	0
> 100	0	0	0	0

Chapter 4
Conclusions

4.1 Year 2020 average summer day $L_{Aeq,16h}$ and night $L_{Aeq,8h}$ noise exposure contours have been generated for Gatwick Airport using the ANCON noise model.

4.2 Movements over the 2020 summer day period fell by 81% following the COVID-19 global pandemic. The 2020 summer day actual modal split (76% west / 24% east) 54 dB $L_{Aeq,16h}$ contour area decreased by 82% to 13.3 km^2 (2019: 73.6 km^2). The population count within this contour fell by 95% in 2020 to 500 (2019: 9,900). The 57 dB area of 7.0 km^2 and population count of 150 were the lowest ever recorded for Gatwick.

4.3 The 2020 summer day standard modal split (75% west / 25% east) 54 dB $L_{Aeq,16h}$ contour area decreased by 82% to 13.3 km^2 (2019: 74.0 km^2). The population enclosed by this contour (500) was 95% lower than the previous year (2019: 9,850).

4.4 The 82% reduction in the 54 dB $L_{Aeq,16h}$ standard modal split contour area can be broken down approximately as follows:

- 76% due to the fall in movements.
- 6% due to fleet mix changes and noise updates following 2020 measurements.

4.5 The 2020 summer 8-hour night traffic decreased by 84% compared to the previous year. The 2020 summer night actual modal split (76% west / 24% east) 48 dB $L_{Aeq,8h}$ contour area was 13.1 km^2, a decrease of 86% from 2019 (90.5 km^2). The population count within this contour was 500, a 96% decrease from 2019 (12,200).

4.6 The 2020 summer night 48 dB $L_{Aeq,8h}$ contour area assuming the 10-year average runway modal split (75% west / 25% east) was 13.1 km^2 (2019: 90.4 km^2), enclosing a population of 500 (2019: 12,100).

4.7 Contours for the supplementary noise metric N65 have been produced for the 2020 average summer 16-hour day period. The area of the N65 20-event actual modal split (76% west / 24% east) contour was 67.2 km^2 (2019: 150.2 km^2), enclosing a population of 8,200 (2019: 24,450). With the standard modal split (75% west / 25% east), the N65 20-event contour area was 67.2 km^2 (2019: 149.9 km^2), enclosing a population of 8,250 (2019: 24,100).

4.8 Supplementary noise metric N60 contours have also been produced for the 2020 average summer 8-hour night period. The area of the N60 10-event actual modal split (76% west / 24% east) contour was 32.7 km^2 (2019: 204.2 km^2), enclosing a population of 1,950 (2019: 33,850). With the 10-year average modal split (75% west / 25% east), the N60 10-event area was 21.9 km^2 (2019: 205.1 km^2), enclosing a population of 800 (2019: 33,400).

APPENDIX A

References

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APPENDIX B

Figures

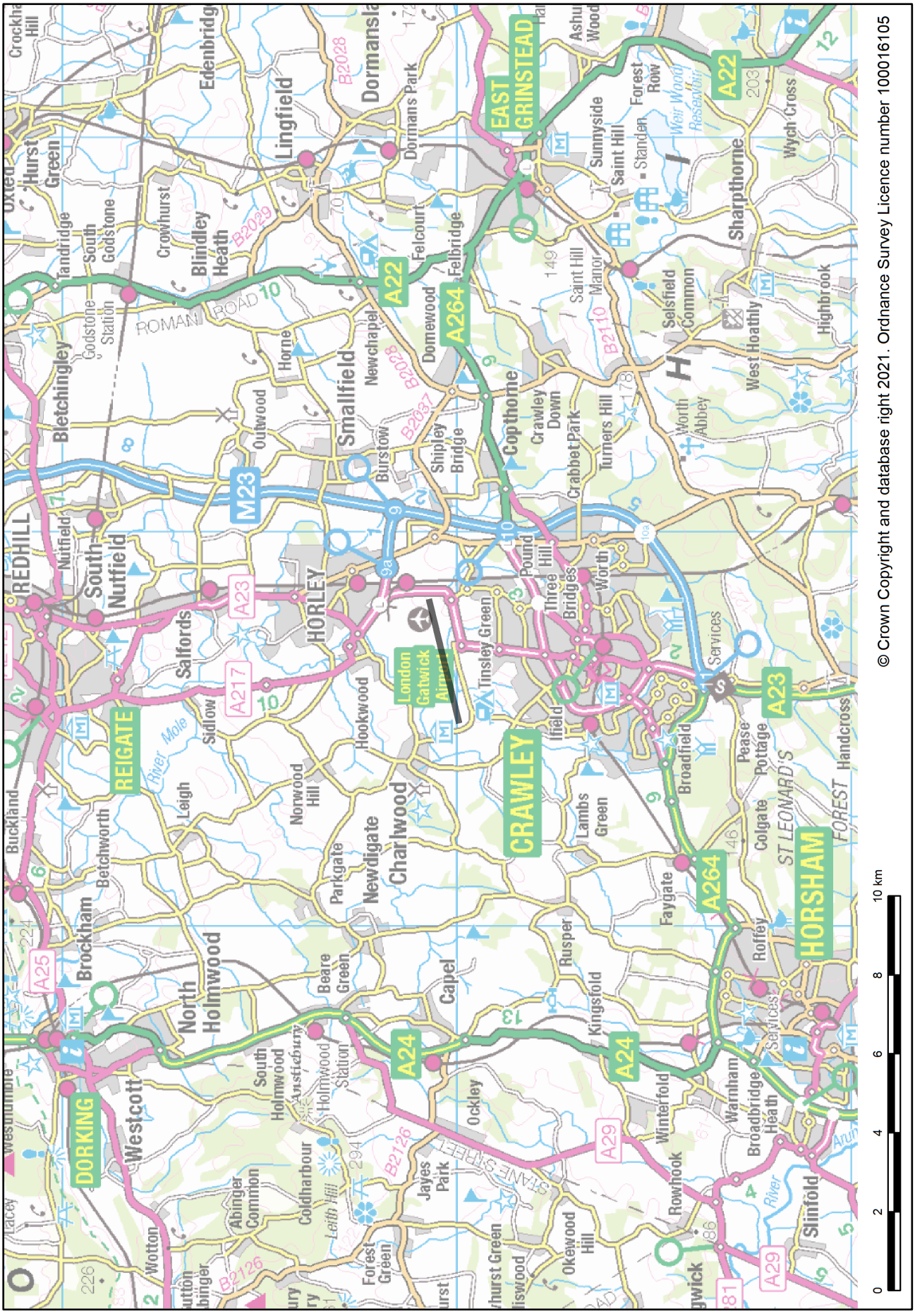
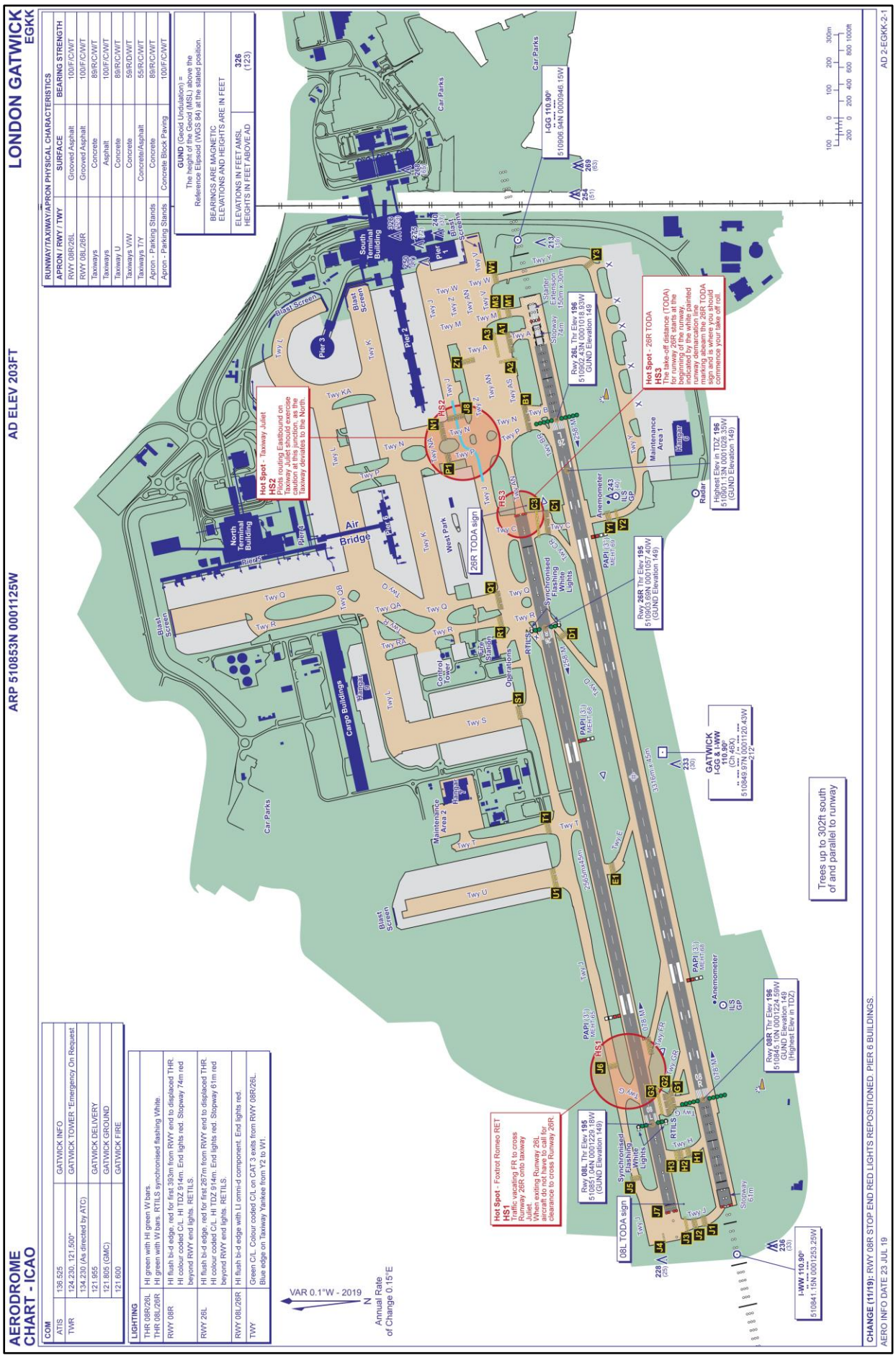


Figure B1 Gatwick Airport and the surrounding area

Figure B2 Gatwick Airport layout



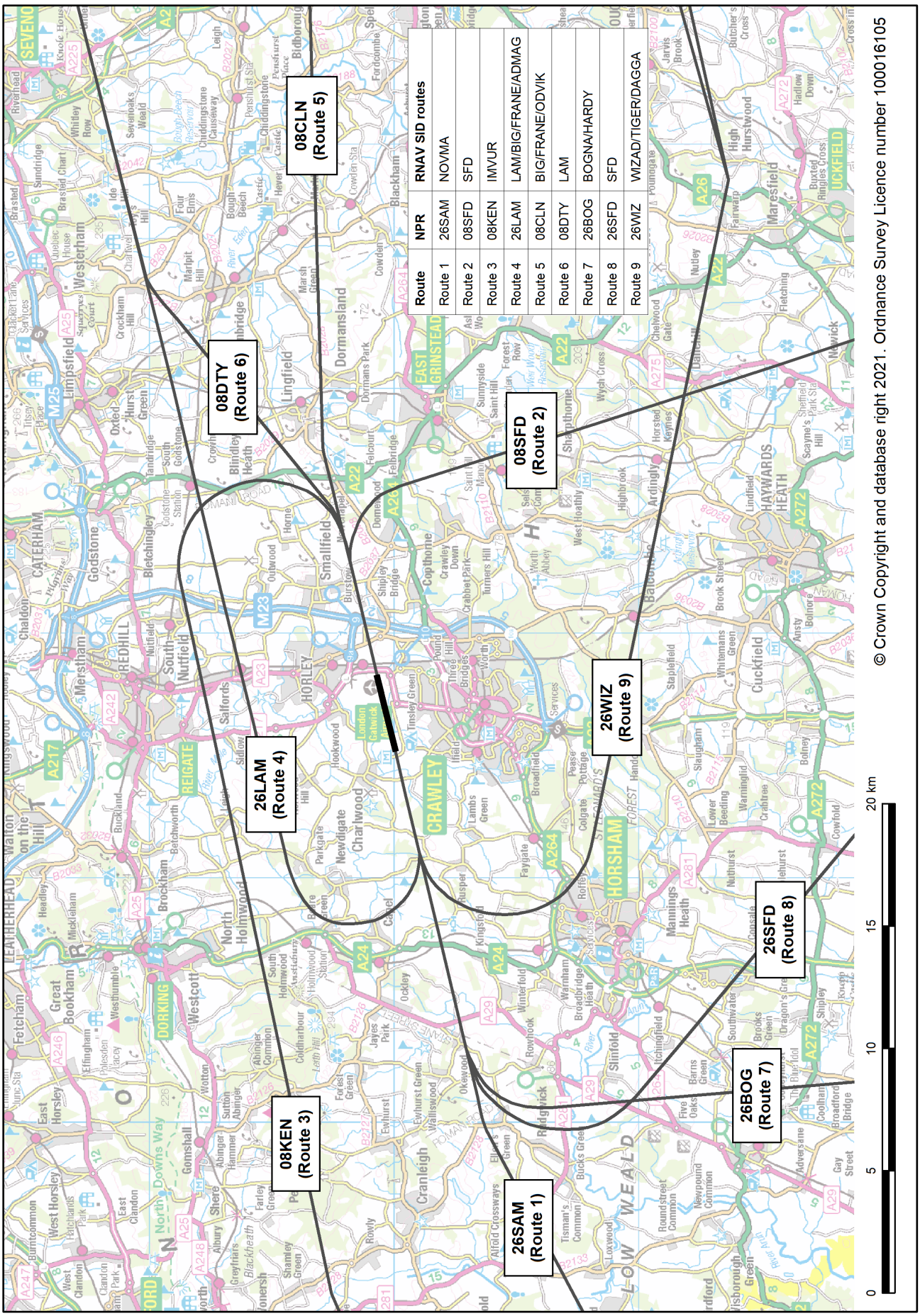


Figure B3 Gatwick NPR/SID routes

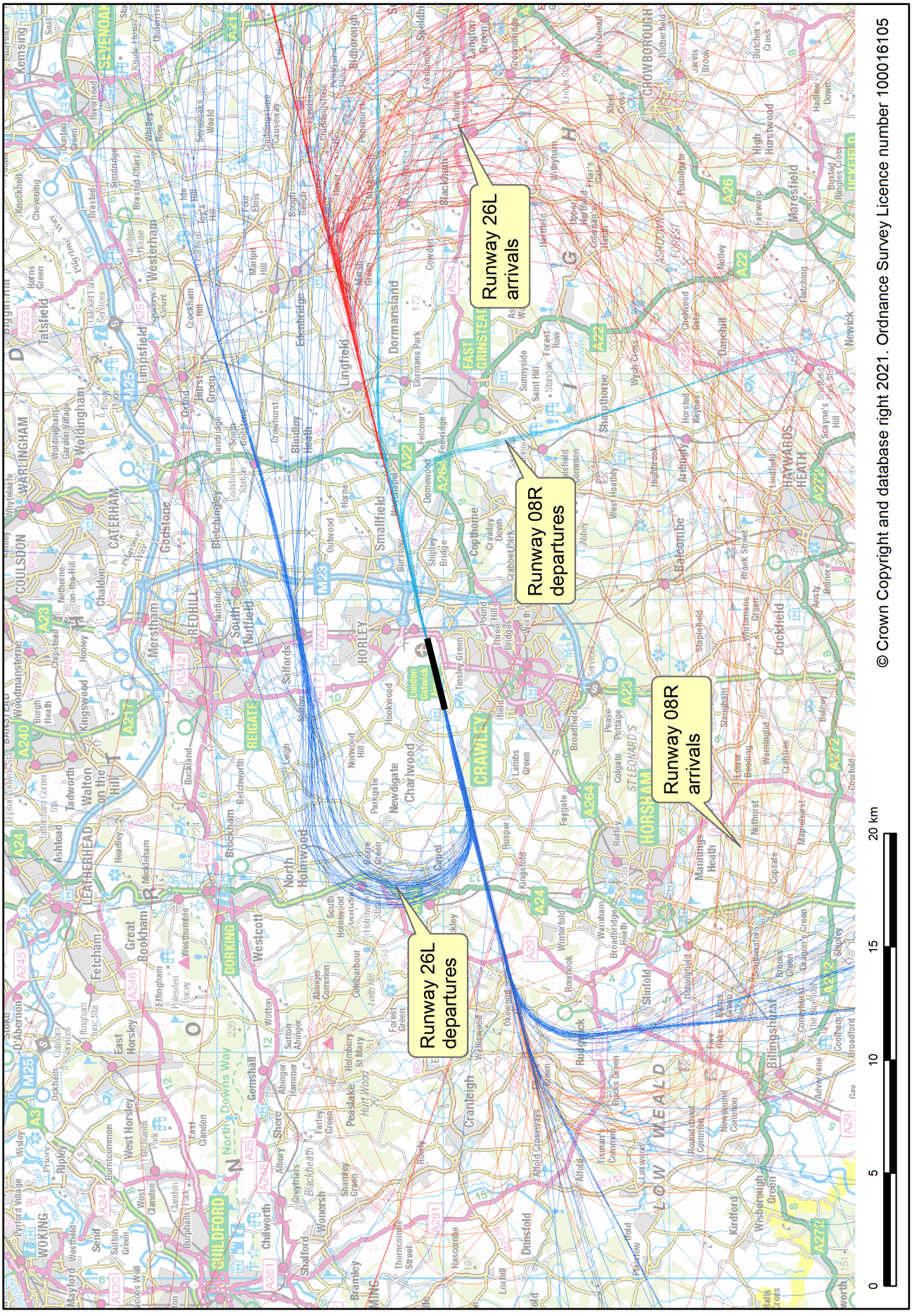
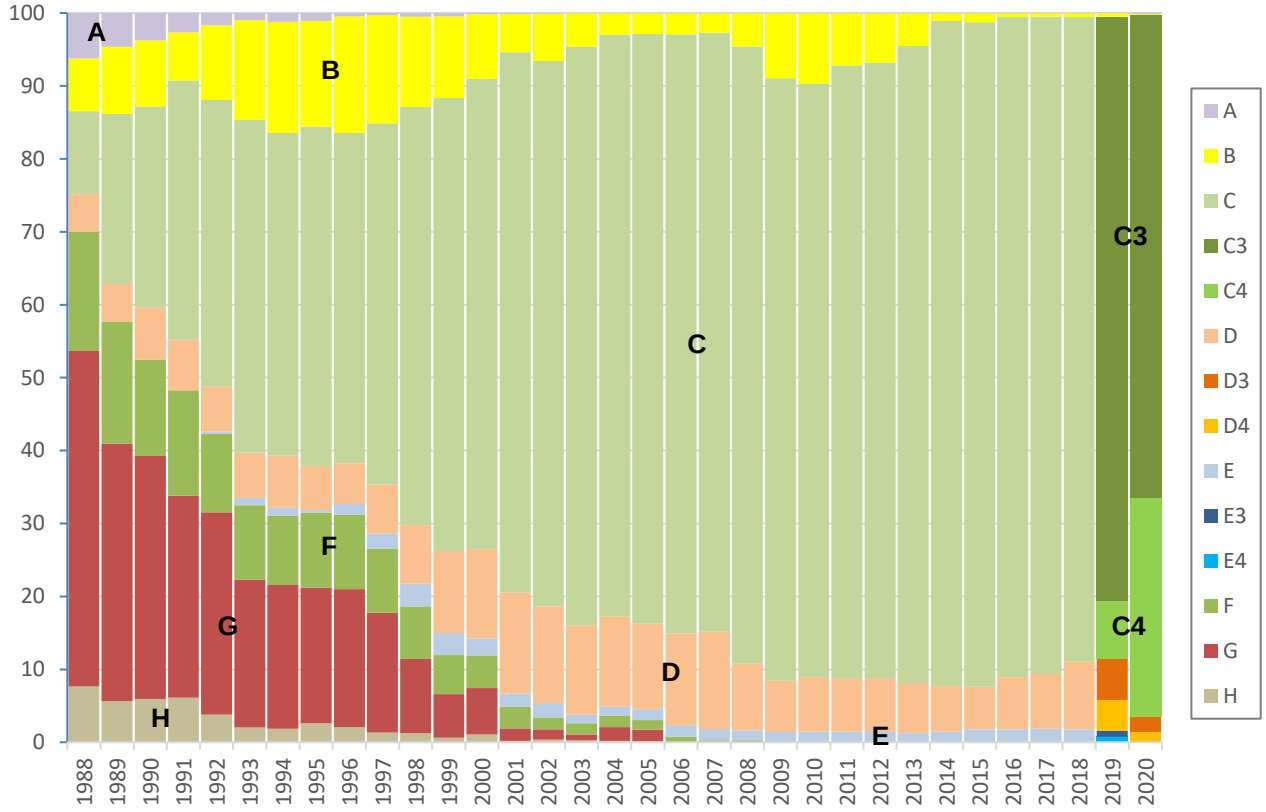


Figure B4 Typical arrival and departure radar tracks at Gatwick

Figure B5 Gatwick Noise Class trend 1988-2020



Note: The percentages from 1990 onwards relate to the average 16-hour L_{eq} day; before 1990 the percentages relate to the average 12-hour NNI day (0700-1900 local time). Also, the percentages before 1992 are based on departures only, from 1992 they relate to total movements.

Key to Noise Classes

Noise Class	Description
A	Small propeller (single/twin piston and turboprop light aircraft)
B	Large propeller (twin and 4-propeller aircraft), e.g. ATR-42, BAe ATP
C	Narrow-body aircraft (up to 2018), e.g. Airbus A319, Boeing 737-800
C3	3rd generation narrow-body aircraft (from 2019), e.g. Airbus A319, Boeing 737-800
C4	4th generation narrow-body aircraft (from 2019), e.g. Airbus A320neo
D	Wide-body twins (up to 2018), e.g. Airbus A330, Boeing 777-200
D3	3rd generation wide-body twins (from 2019), e.g. Airbus A330, Boeing 777-200
D4	4th generation wide-body twins (from 2019), e.g. Airbus A350-900, Boeing 787-9
E	Wide-body 3 or 4-engine aircraft (up to 2018), e.g. Airbus A380, Boeing 747-400
E3	3rd generation wide-body 4-engine aircraft (from 2019), e.g. Boeing 747-400
E4	4th generation wide-body 4-engine aircraft (from 2019), e.g. Airbus A380
F	1st generation wide-body 3 or 4-engine aircraft, e.g. Boeing 747-200
G	2nd generation narrow-body twins (including Ch.2 and hush-kitted versions), e.g. Boeing 737-200
H	1st generation narrow-body 3 or 4-engine aircraft (including hush-kitted versions), e.g. Boeing 707

Figure B6 Gatwick 2020 summer day movements by ANCON type

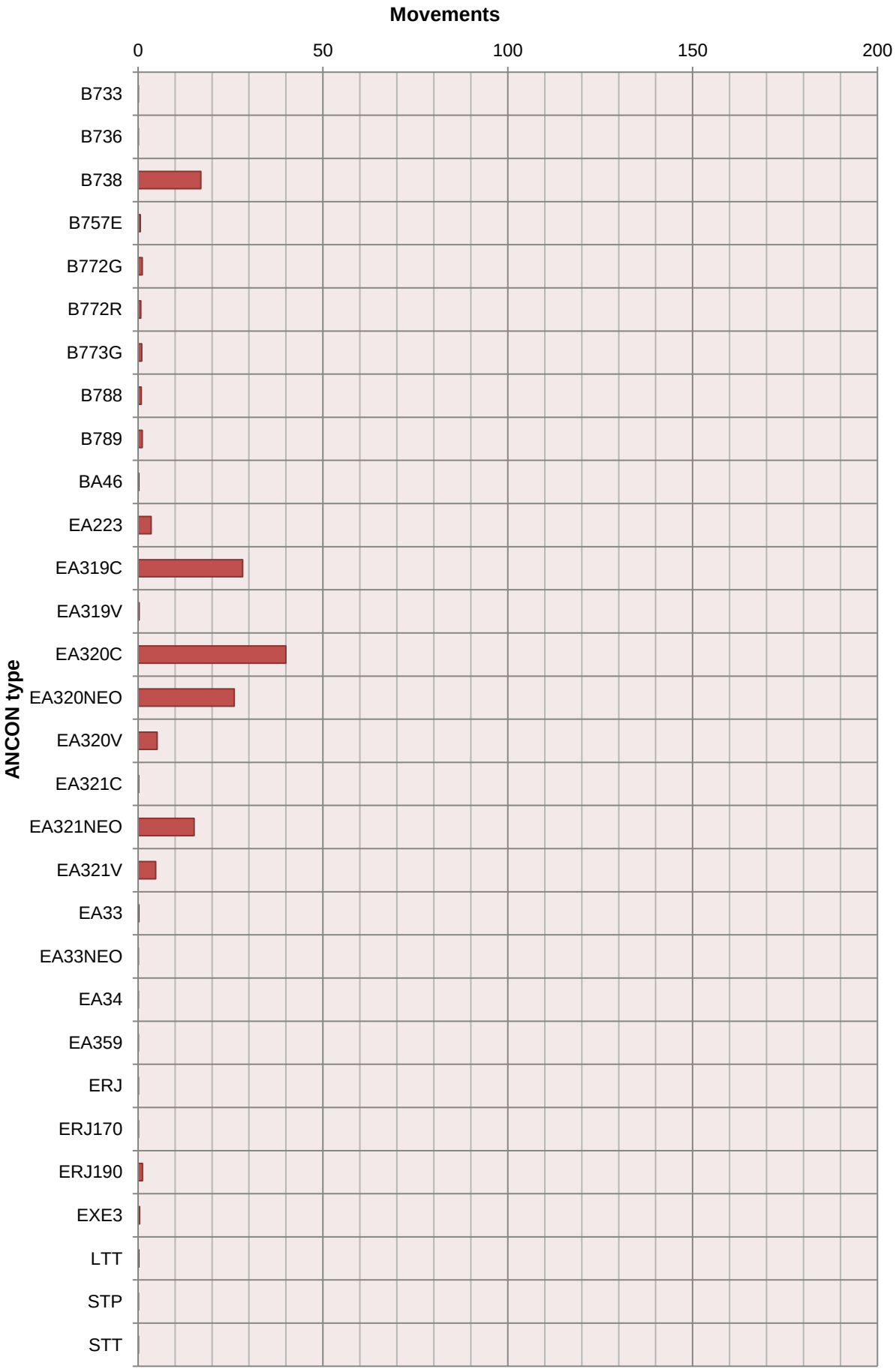


Figure B7 Gatwick 2020 summer night movements by ANCON type

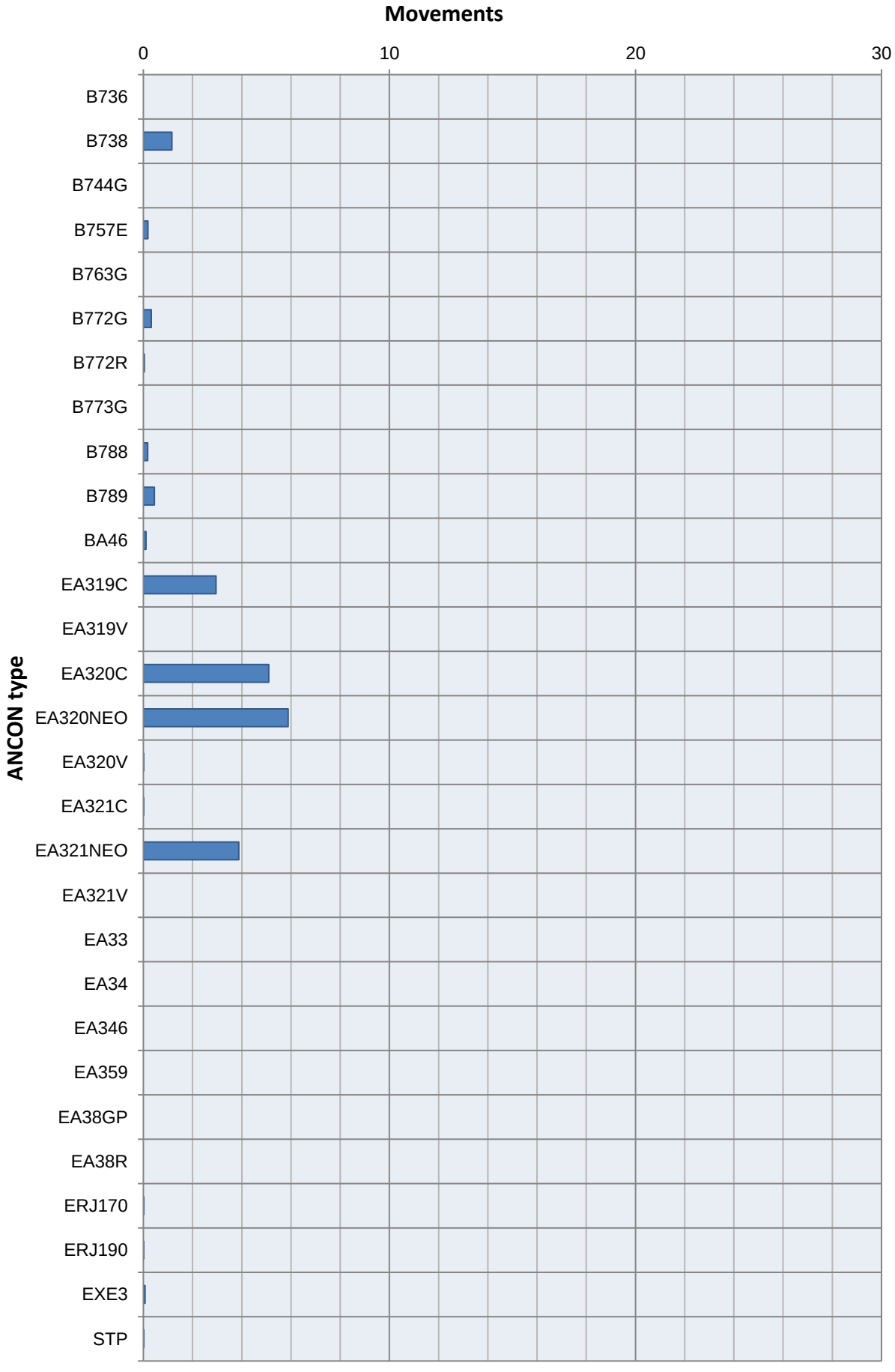


Figure B8 Gatwick 2020 summer day departure traffic distributions by NPR/SID

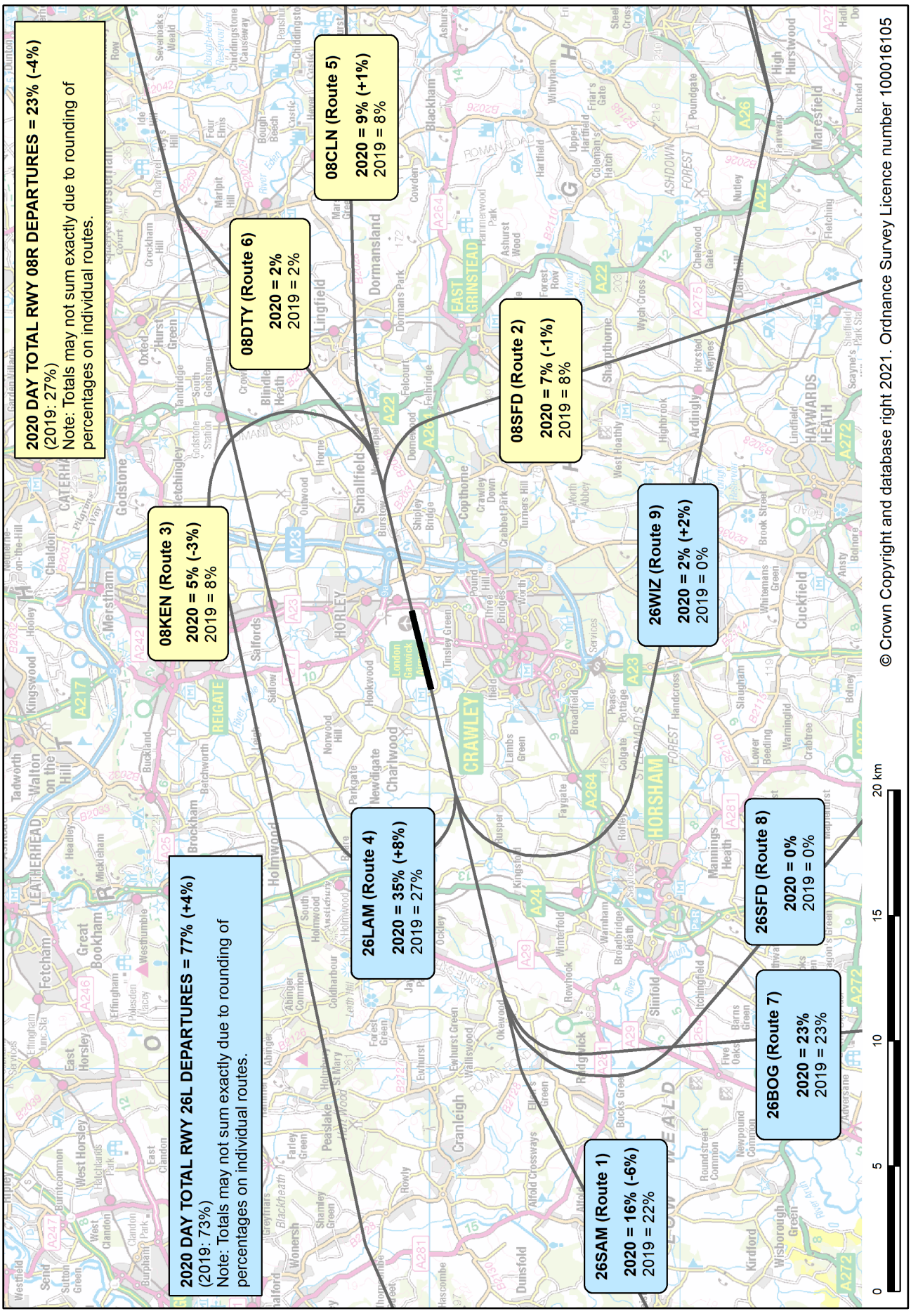


Figure B9 Gatwick 2020 summer night departure traffic distributions by NPR/SID

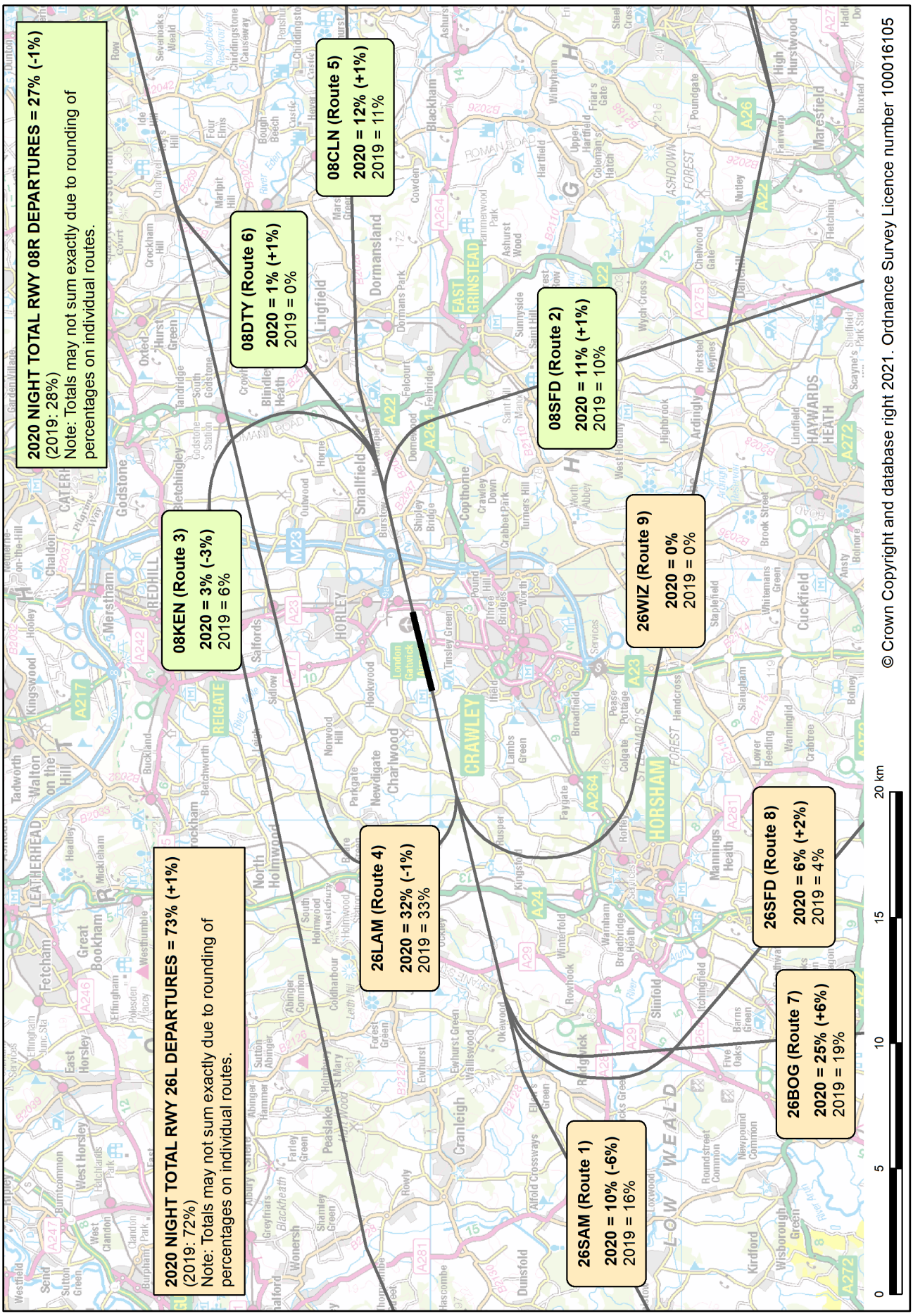
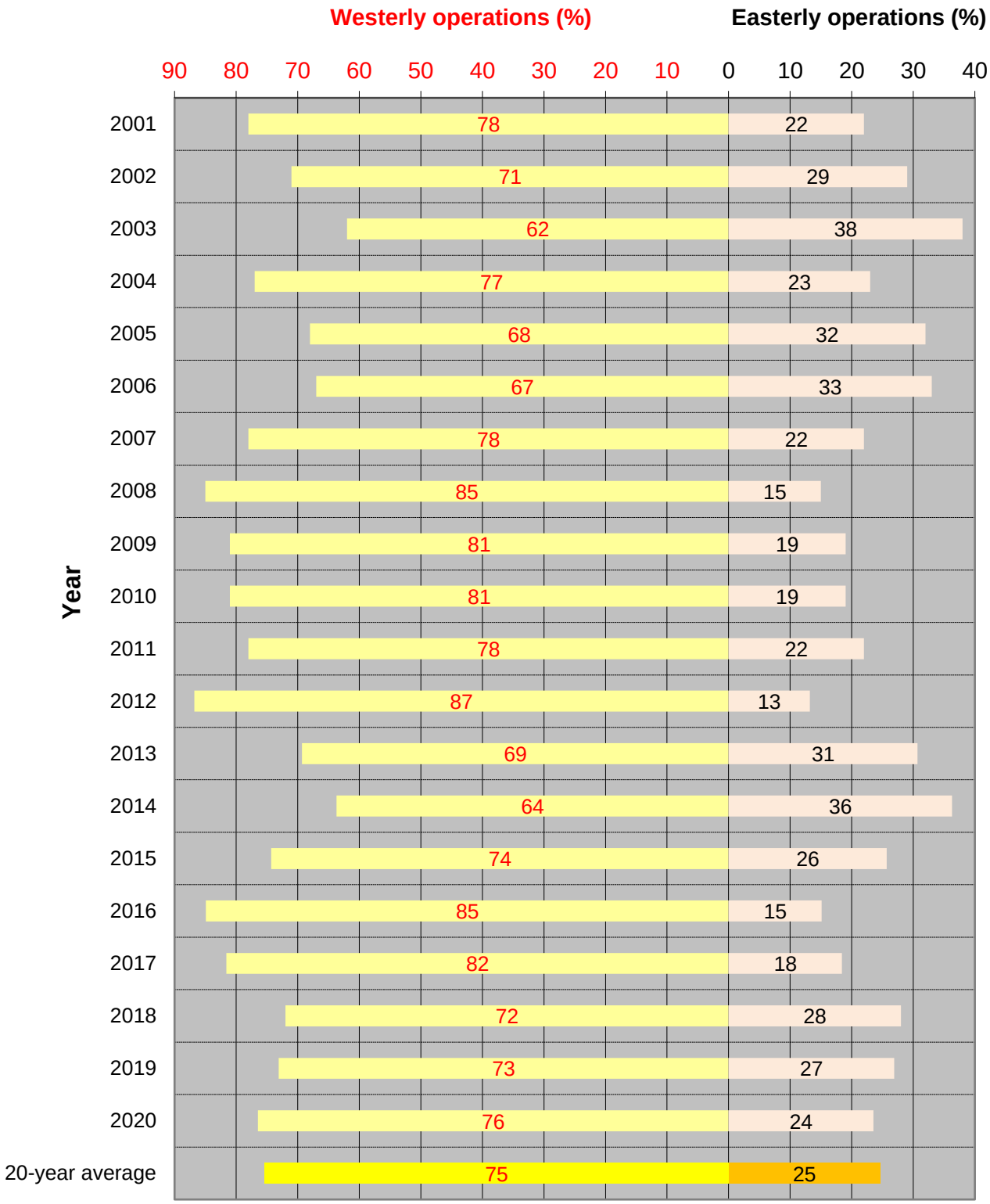


Figure B10 Gatwick summer day modal splits 2001-2020



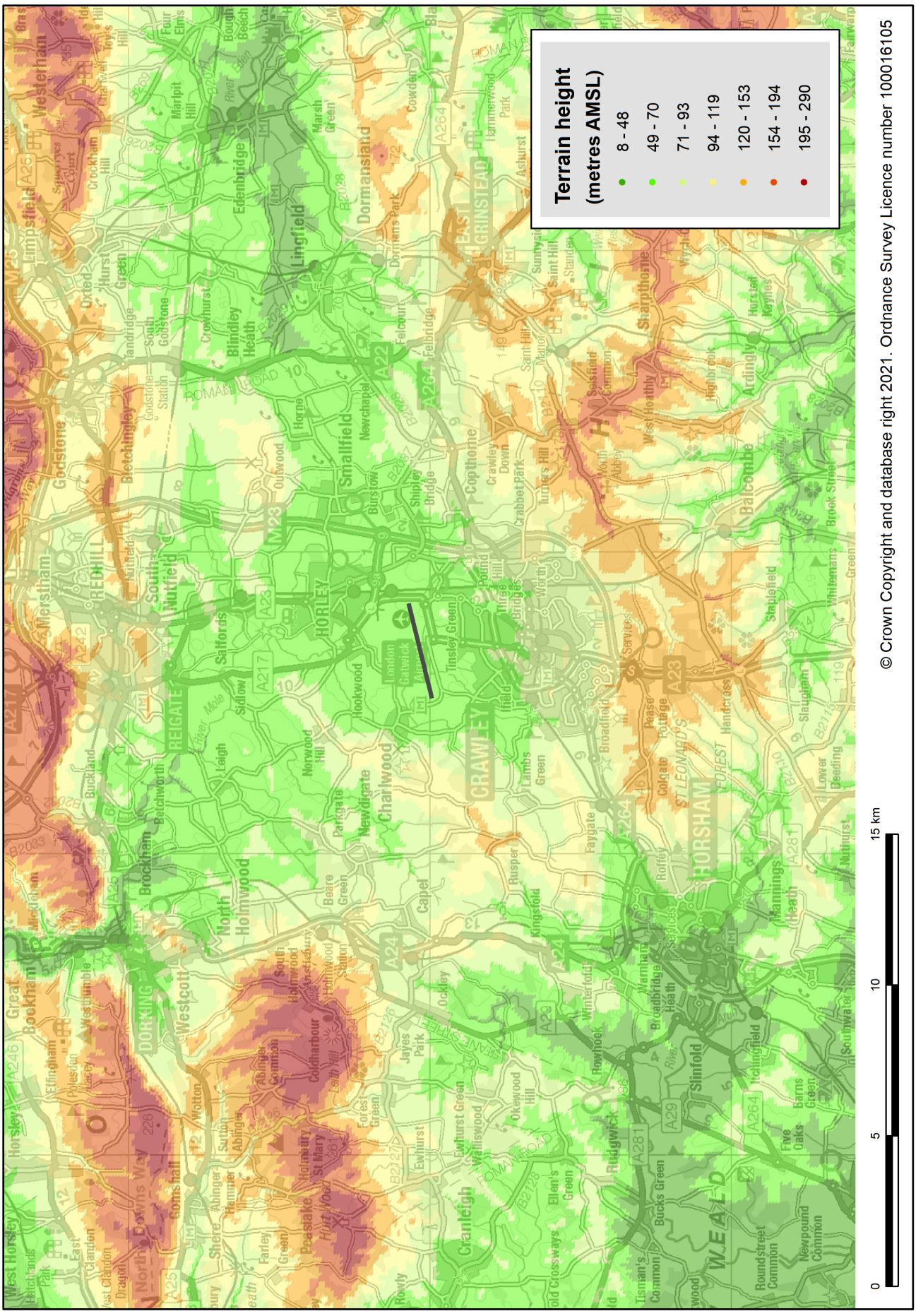


Figure B11 Terrain heights around Gatwick Airport

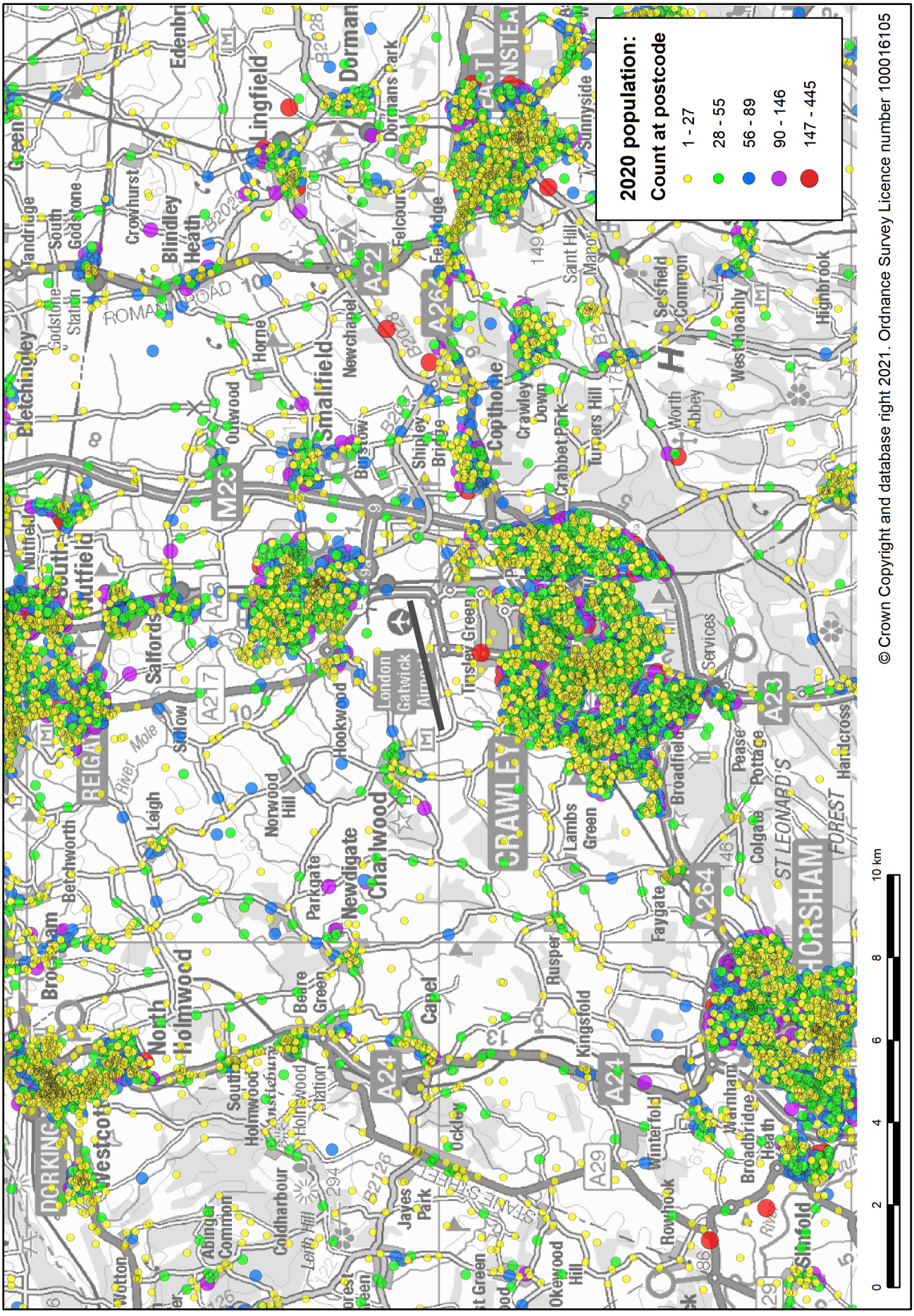


Figure B12 Population data points around Gatwick Airport

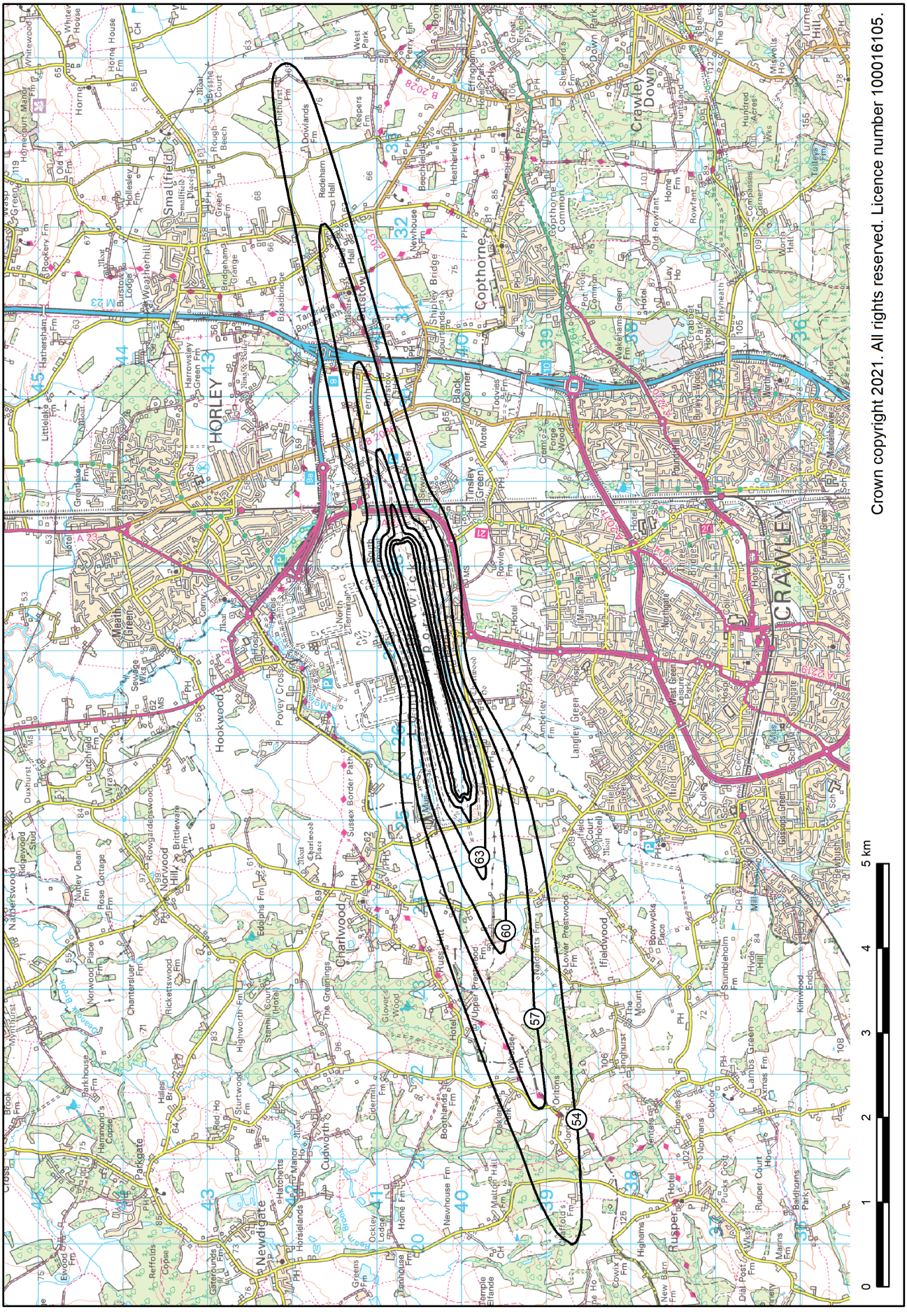


Figure B13 Gatwick 2020 summer day actual modal split (76% west / 24% east) $L_{Aeq,16h}$ contours

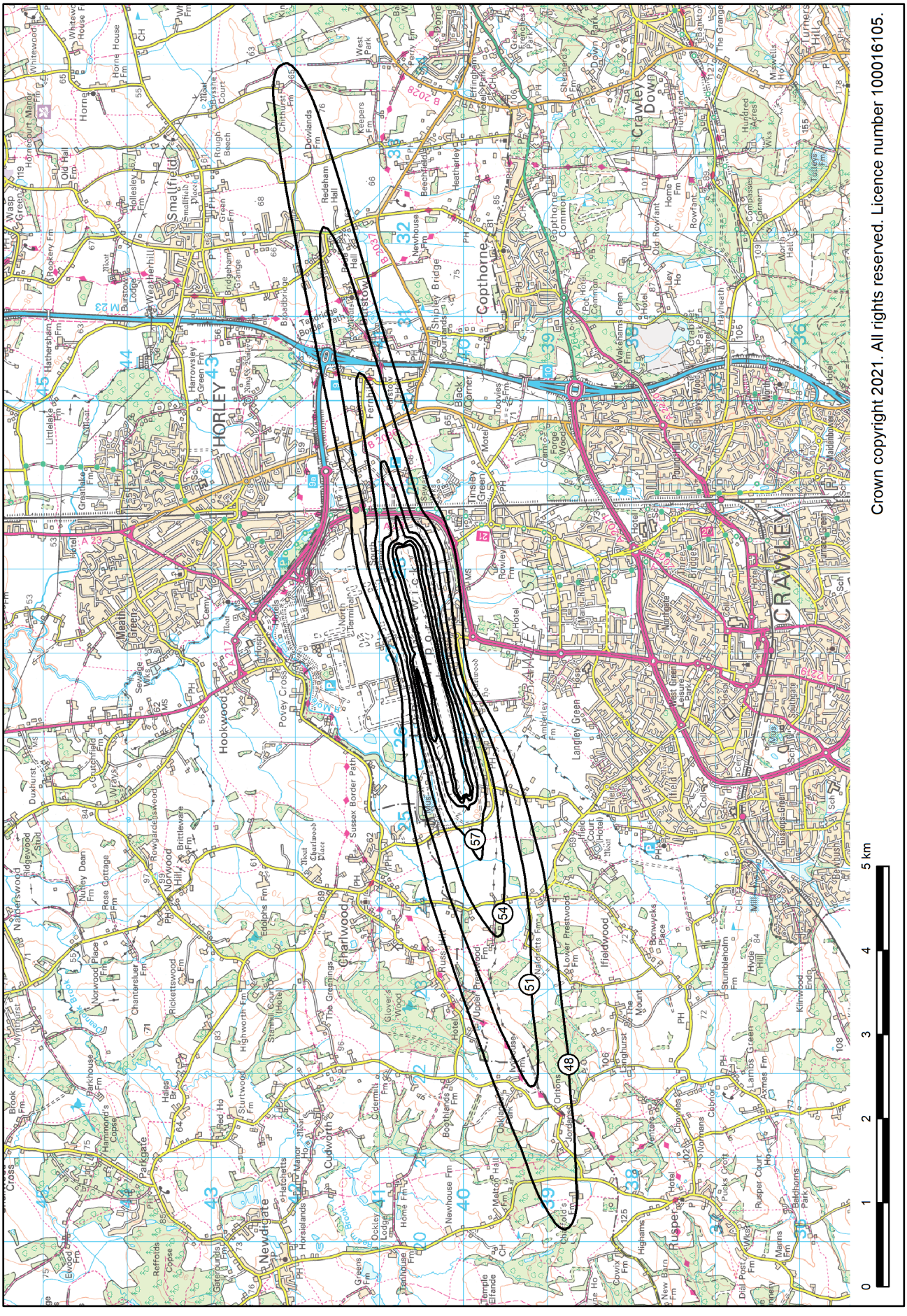


Figure B14 Gatwick 2020 summer night actual modal split (76% west / 24% east) $L_{Aeq,8h}$ contours

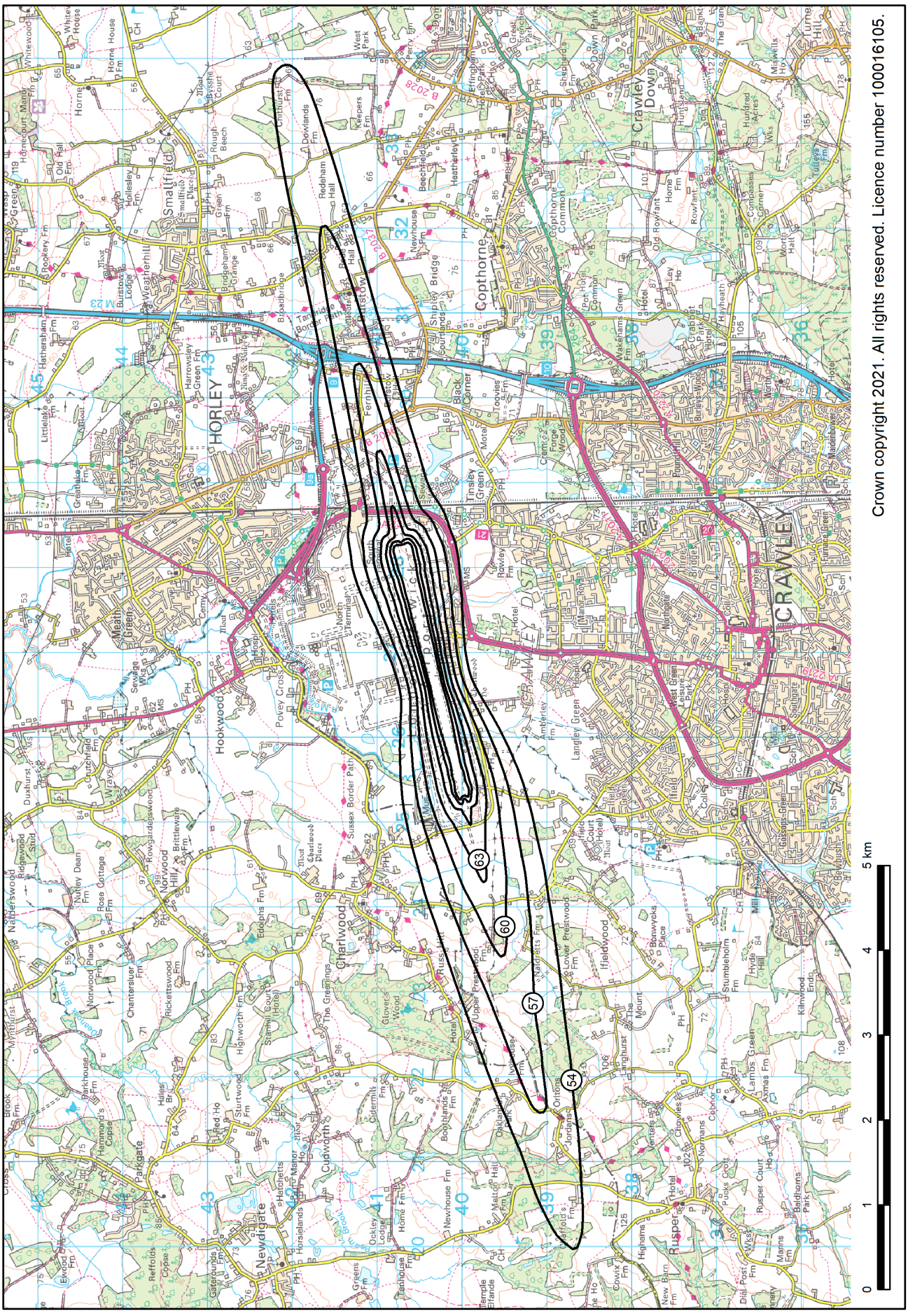


Figure B15 Gatwick 2020 summer day standard modal split (75% west / 25% east) $L_{Aeq,16h}$ contours

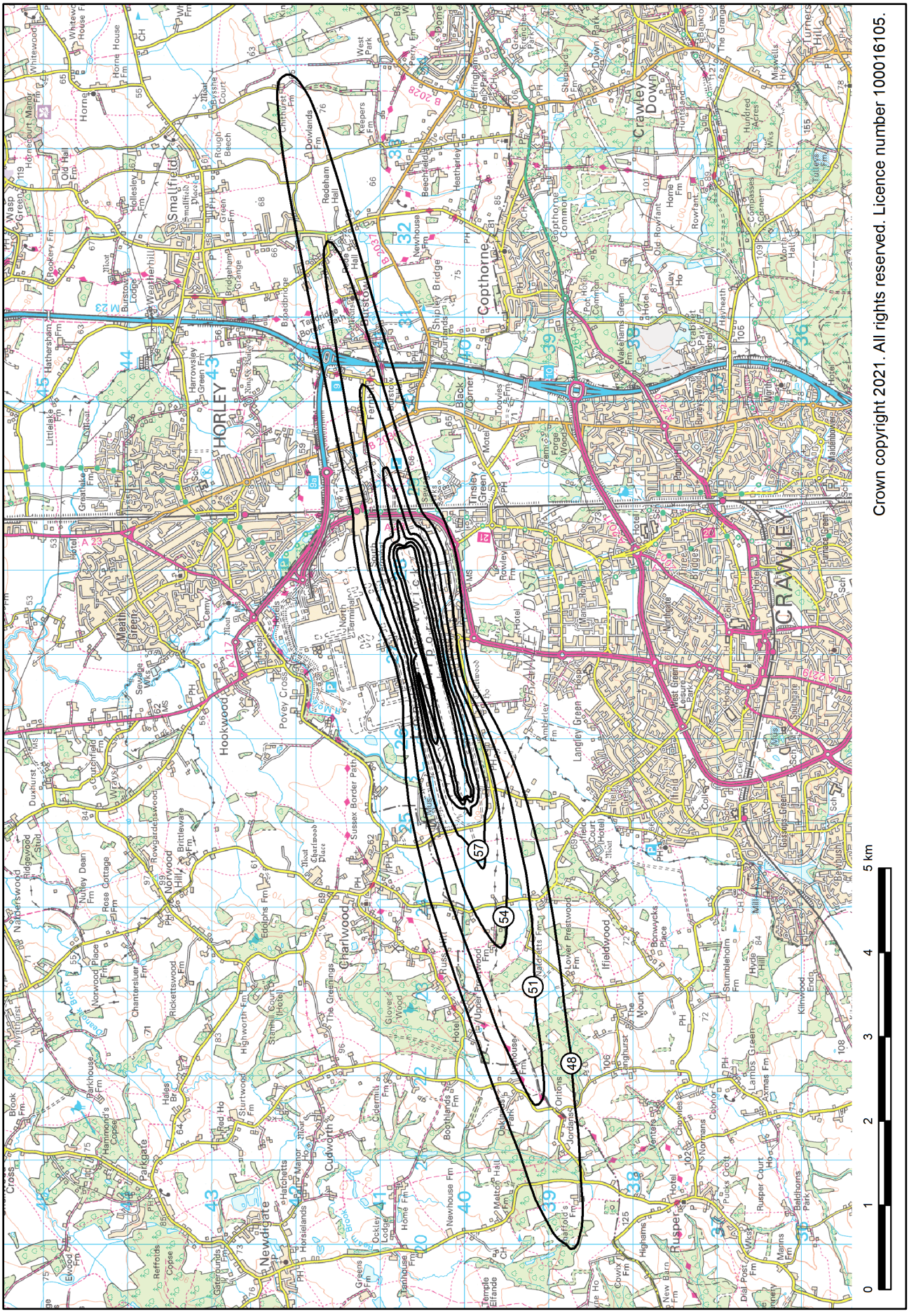


Figure B16 Gatwick 2020 summer night 10-year average modal split (75% west / 25% east) $L_{Aeq,8h}$ contours

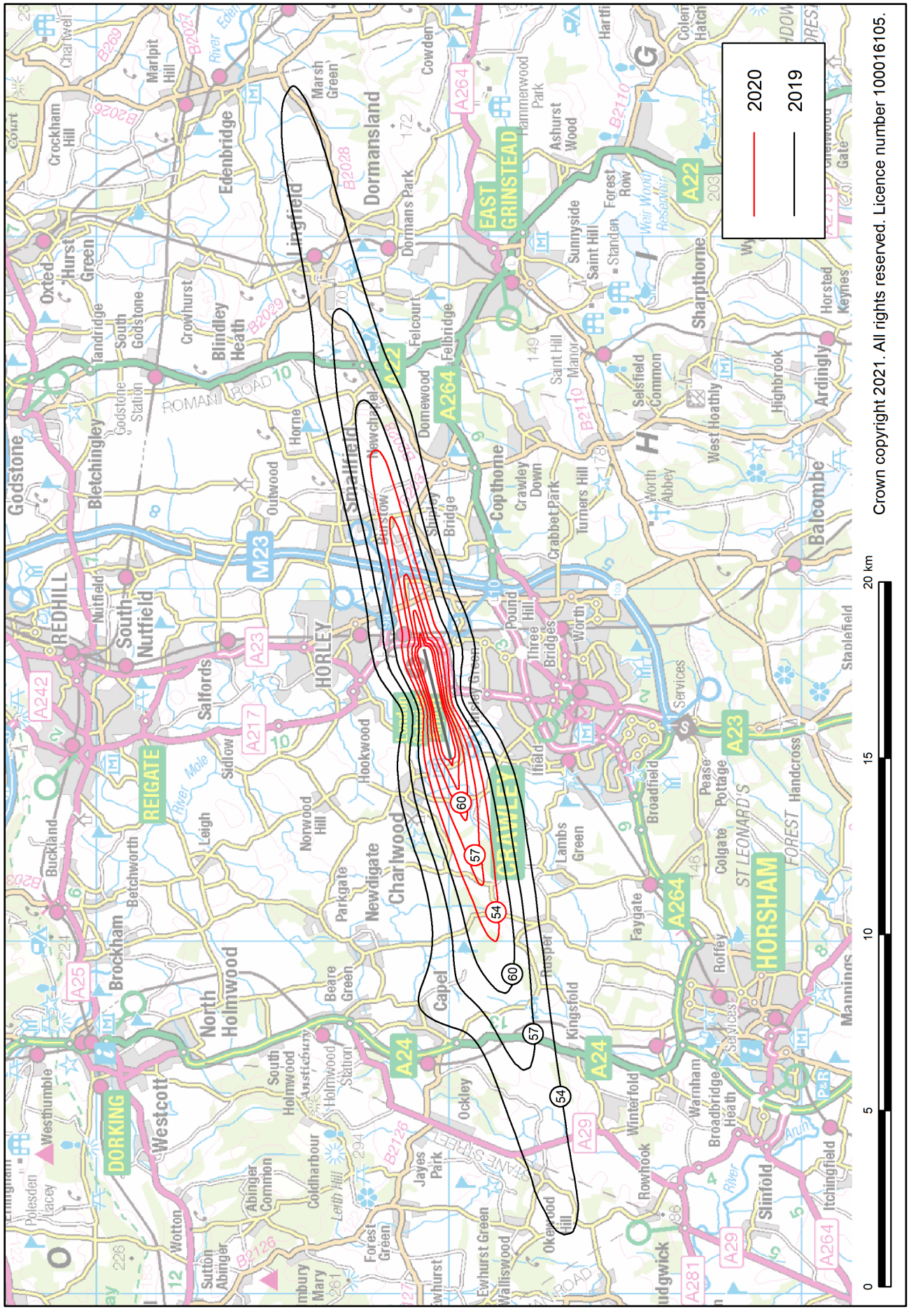


Figure B17 Gatwick summer day actual 2020 (76% W / 24% E) and 2019 (73% W / 27% E) $L_{Aeq,16h}$ contours

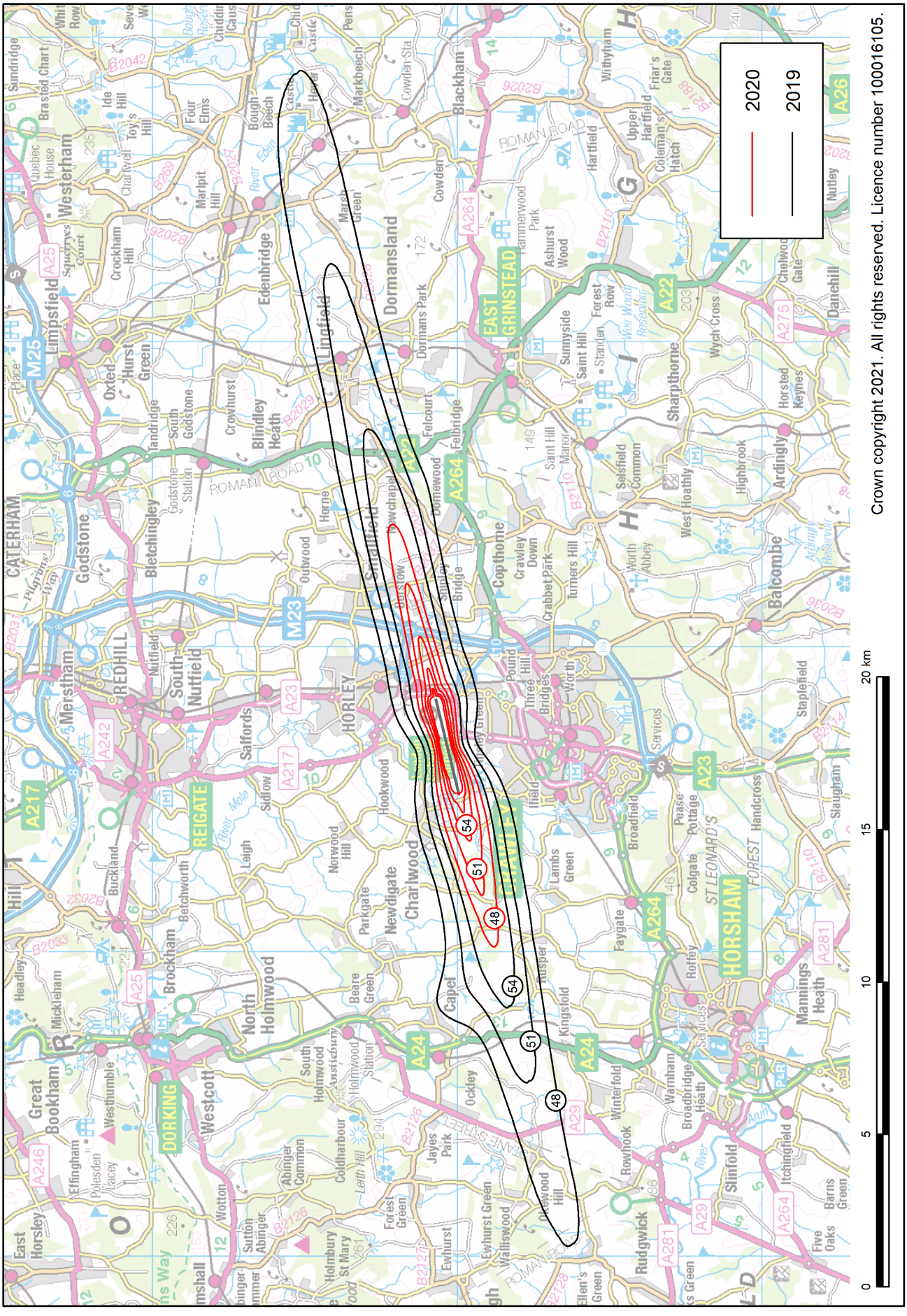


Figure B18 Gatwick summer night actual 2020 (76% W / 24% E) and 2019 (72% W / 28% E) $L_{Aeq,8h}$ contours

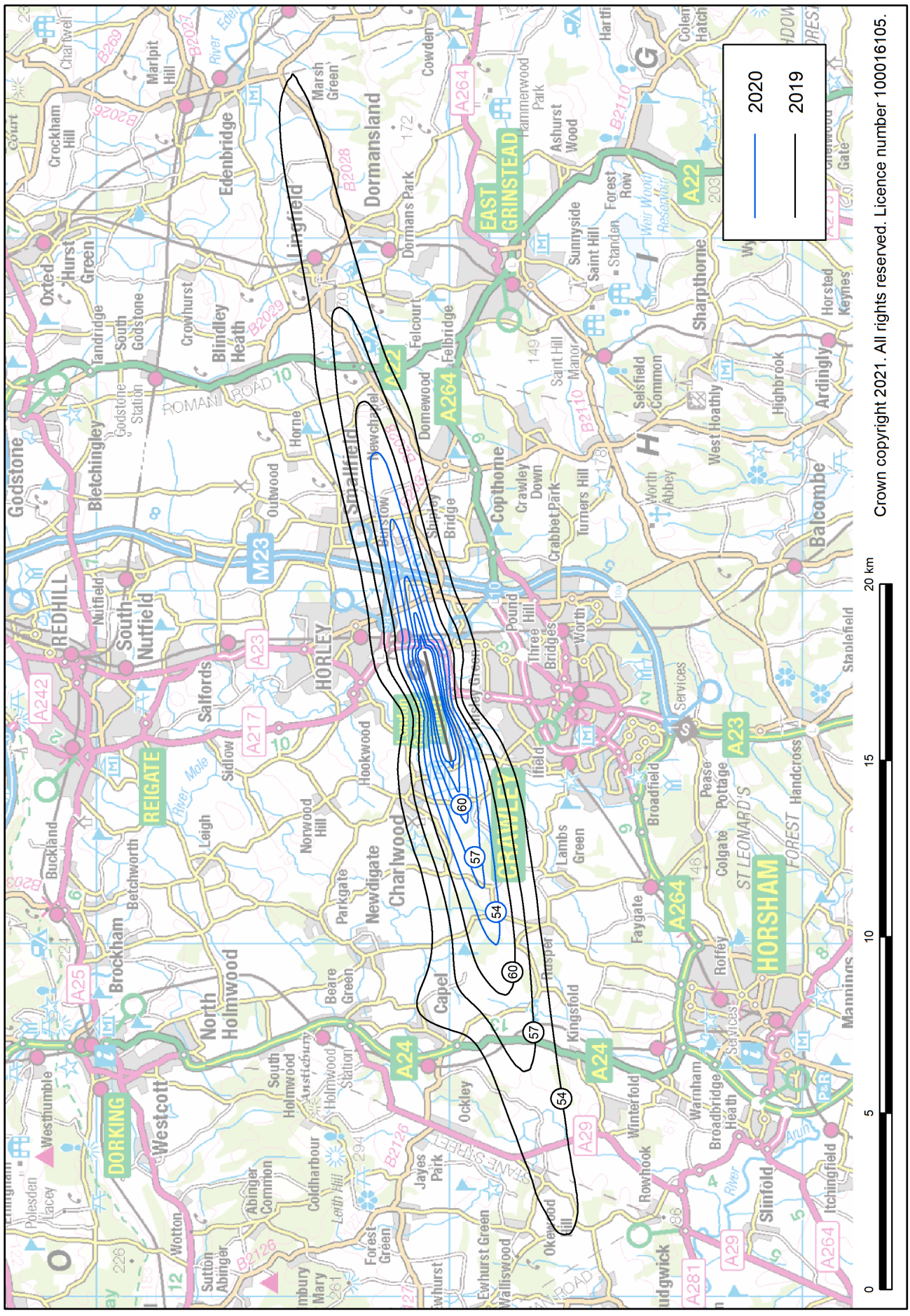


Figure B19 Gatwick summer day standard 2020 (75% W / 25% E) and 2019 (75% W / 25% E) $L_{Aeq,16h}$ contours

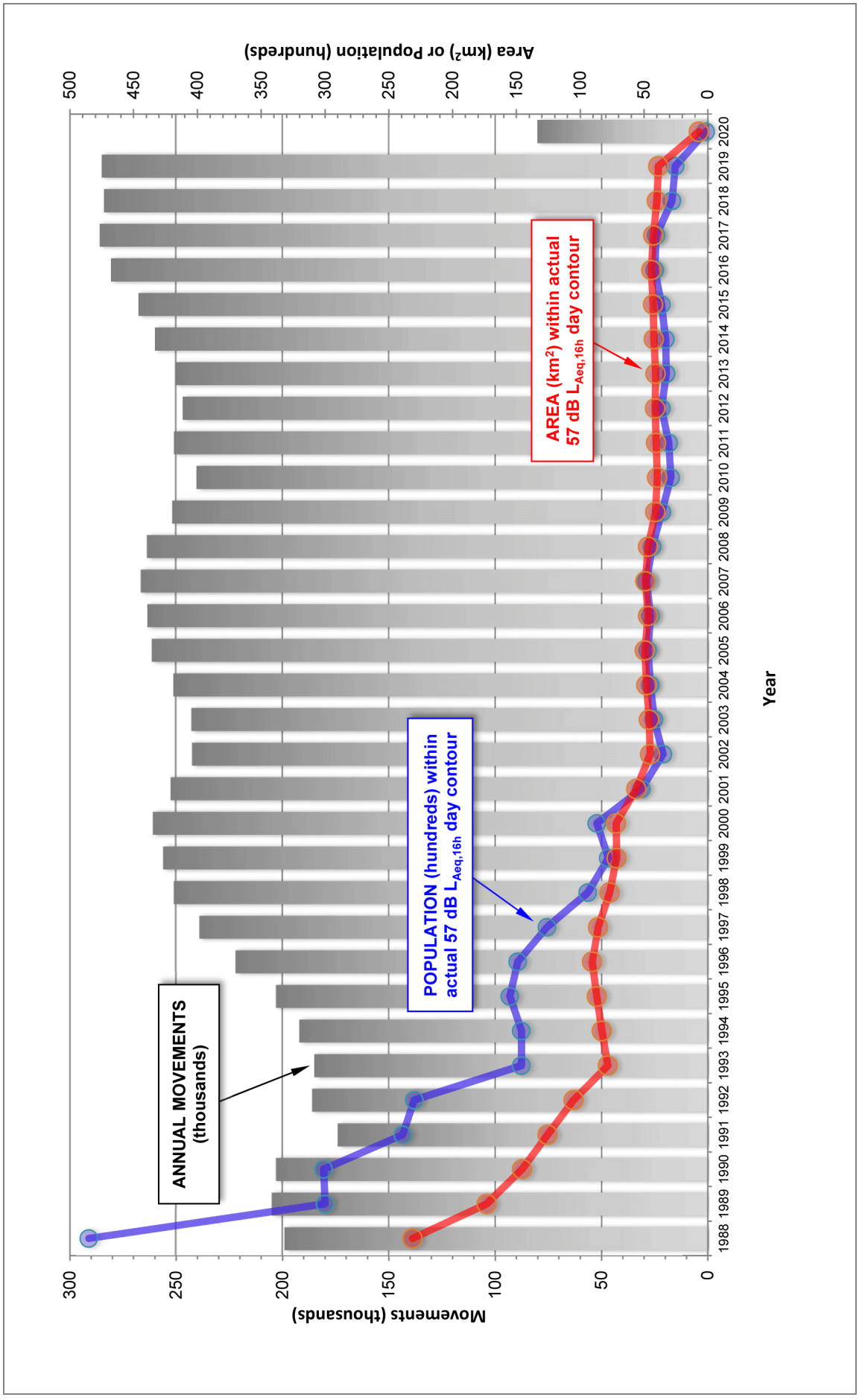


Figure B20 Gatwick 1988-2020 annual traffic and summer day $L_{Aeq,16h}$ noise contour area/population trends

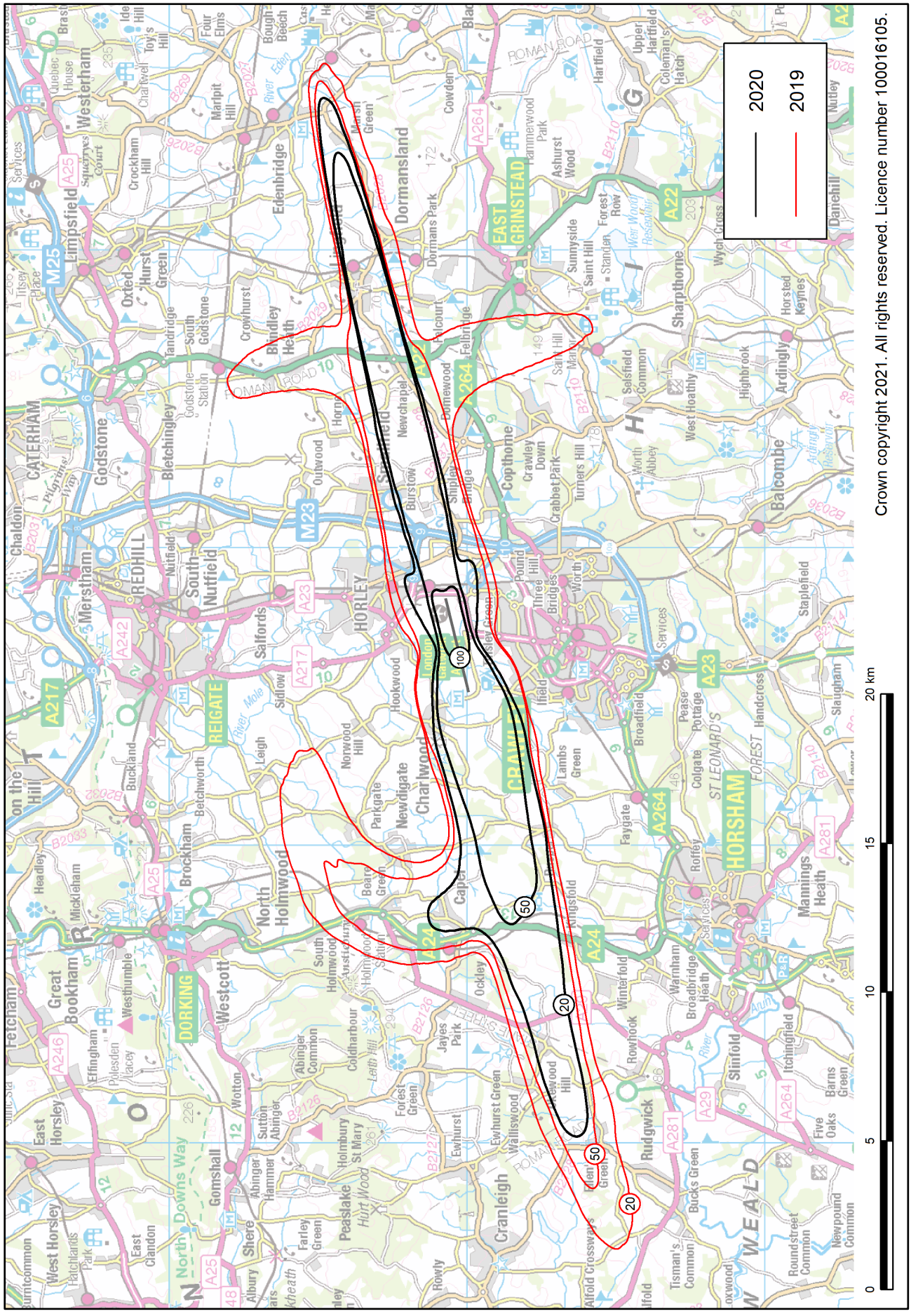


Figure B21 Gatwick 2020 summer day actual modal split (76% west / 24% east) N65 contours

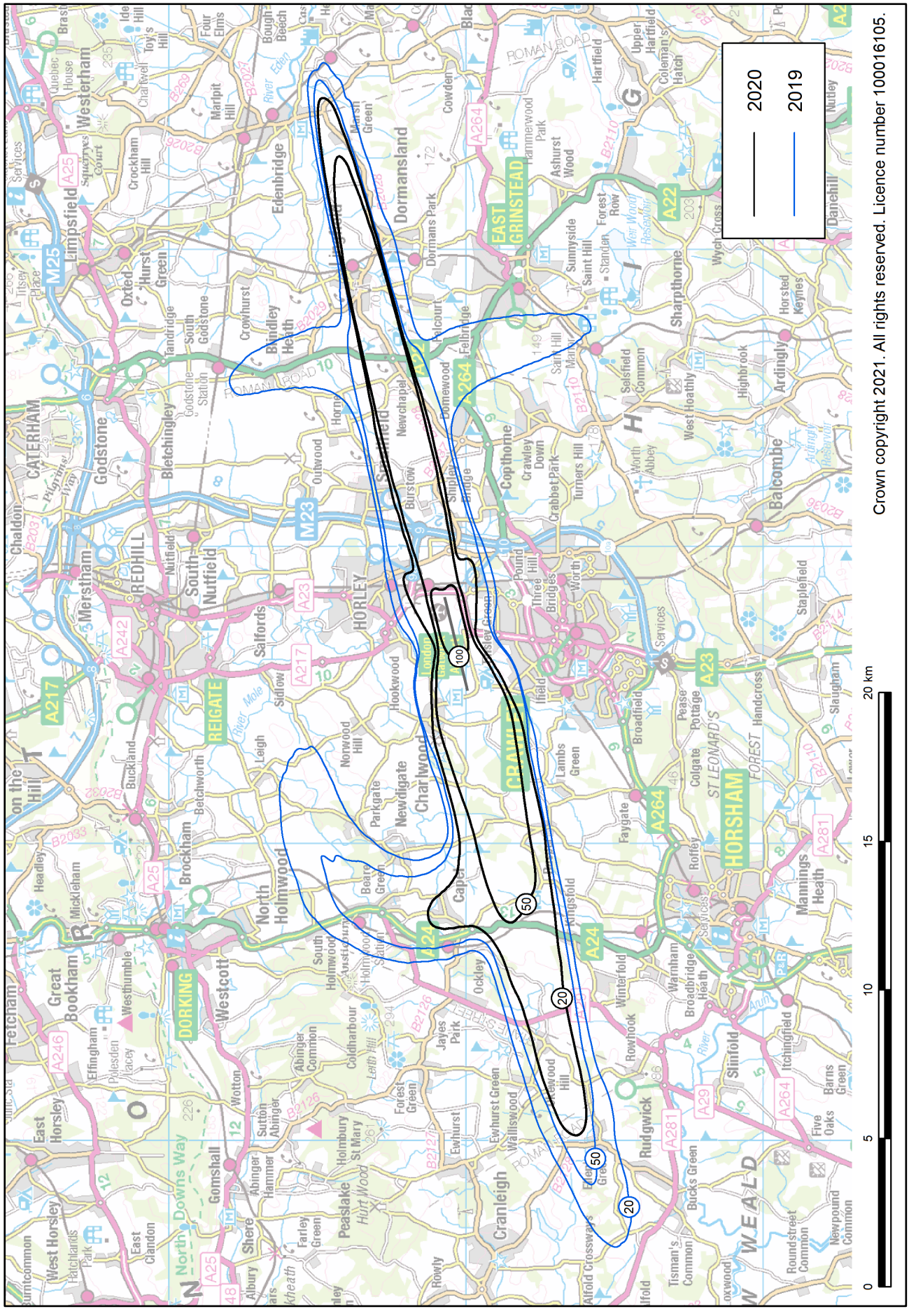


Figure B22 Gatwick 2020 summer day standard modal split (75% west / 25% east) N65 contours

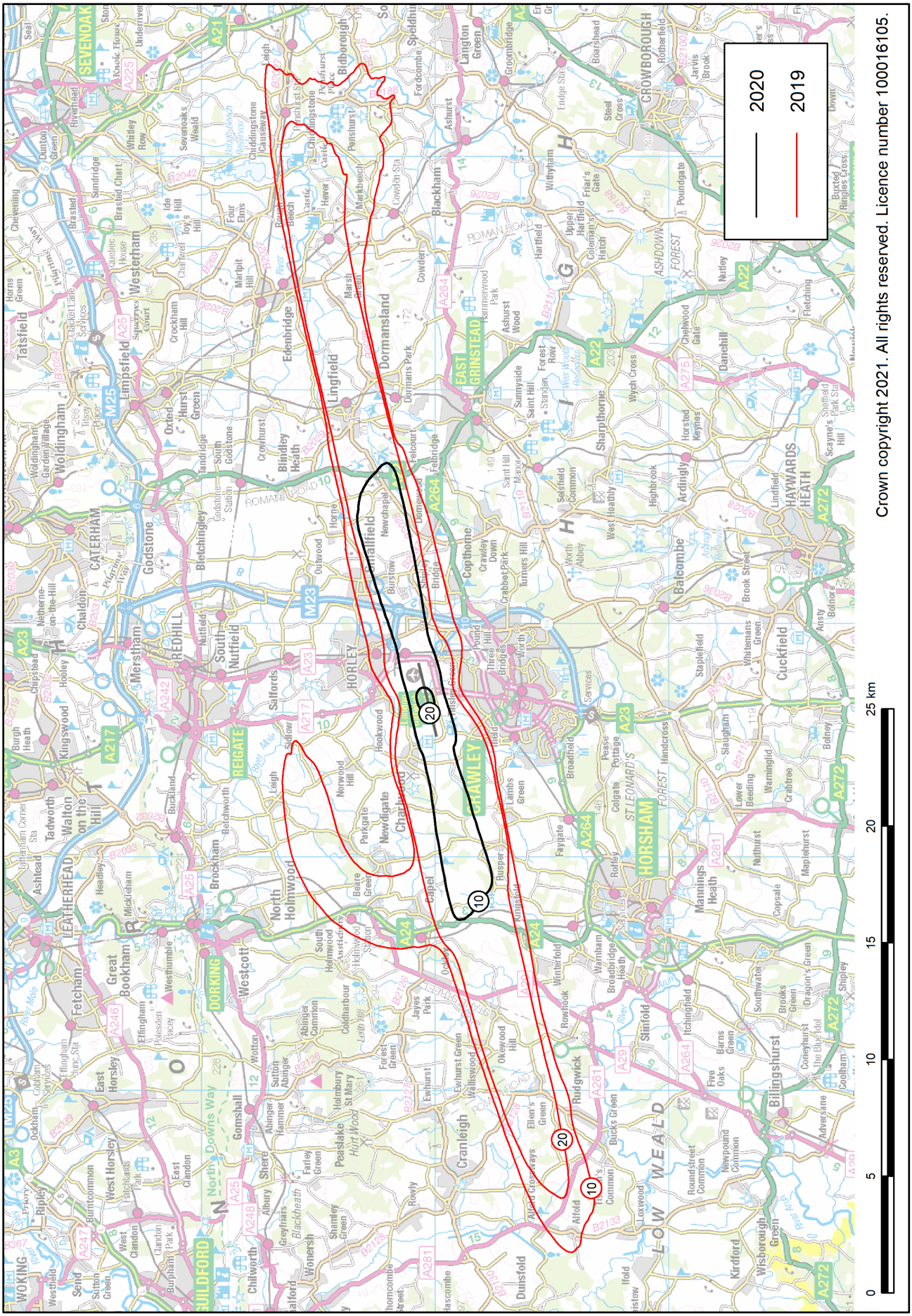


Figure B23 Gatwick 2020 summer night actual modal split (76% west / 24% east) N60 contours

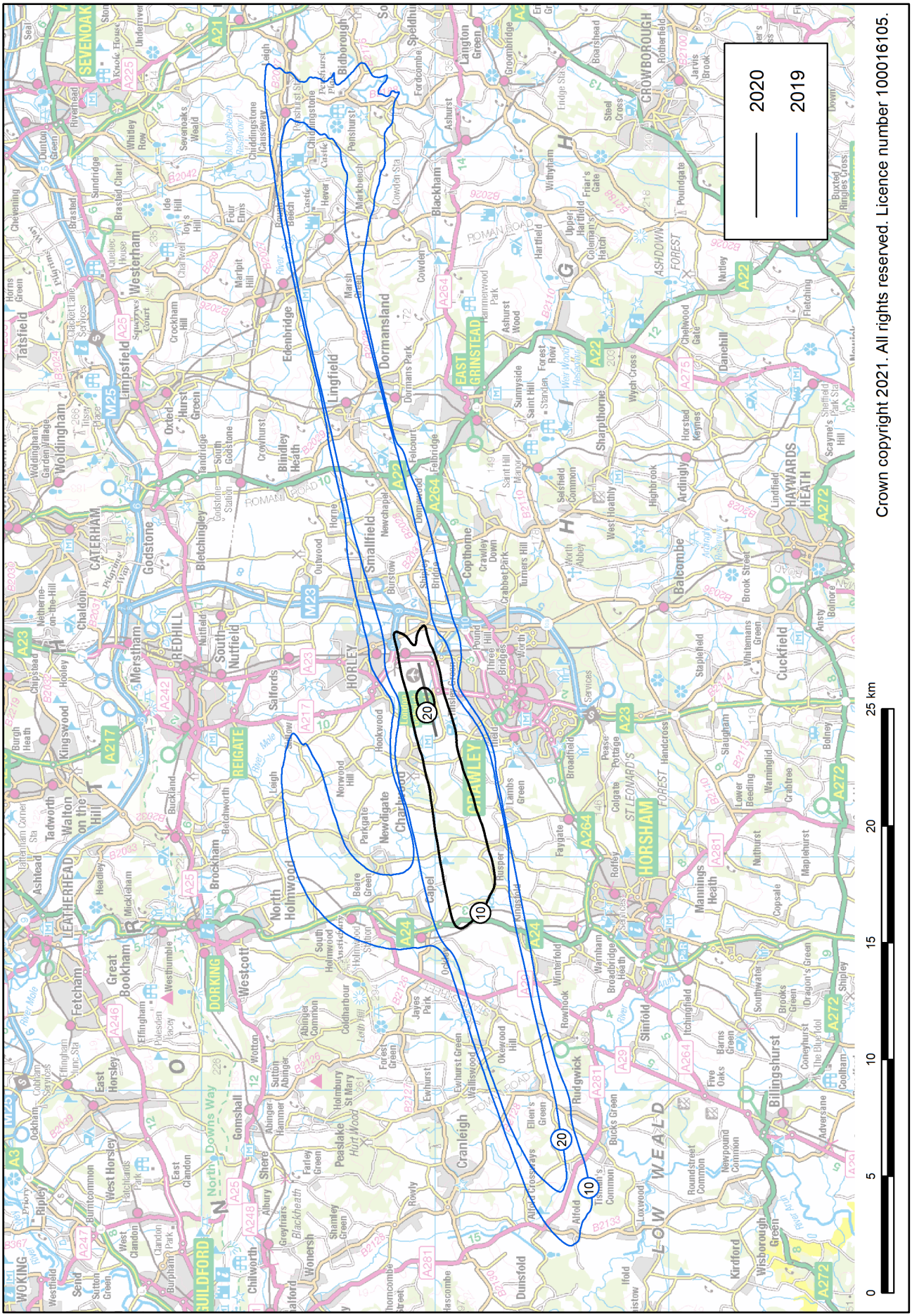


Figure B24 Gatwick 2020 summer night 10-year average modal split (75% west / 25% east) N60 contours

APPENDIX C

Tables

Table C1 Gatwick 2020 average summer day movements by Noise Class

Noise Class	Description	2020 movements	2020 percentage	2019 percentage
A	Small propeller aircraft	0.2	0.1%	0%
B	Large propeller aircraft	0.2	0.1%	0.5%
C	Narrow-body aircraft	(142.9)	(96%)	(88%)
↘ **C3**	**3rd generation narrow-body** (e.g. B738)	98.2	66%	80%
↘ **C4**	**4th generation narrow-body** (e.g. EA320NEO)	44.8	30%	8%
D	Wide-body twin-engine aircraft	(5.1)	(3%)	(10%)
↘ **D3**	**3rd generation wide-body twin-engine** (e.g. B763G)	3.1	2%	6%
↘ **D4**	**4th generation wide-body twin-engine** (e.g. B789, EA359)	2.0	1%	4%
E	Wide-body 4-engine aircraft	(< 0.1)	(< 0.1%)	(2%)
↘ **E3**	**3rd generation wide-body 4-engine** (e.g. B744G)	< 0.1	< 0.1%	1%
↘ **E4**	**4th generation wide-body 4-engine** (e.g. EA38R)	0.0	0%	1%
F	1st & 2nd generation wide-body 3 or 4-engine aircraft *(Chapter 2/3)*	0.0	0%	0%
G	2nd generation narrow-body twin-engine aircraft *(including Ch.2 and hush-kitted versions)*	0.0	0%	0%
H	1st generation narrow-body 3 or 4-engine aircraft *(including hush-kitted versions)*	0.0	0%	0%
	Total	**148.5**	100%	100%

Note: Noise Classes C, D and E have each been subdivided into two separate subclasses since 2019.

Table C2 Gatwick 2020 average summer night movements by Noise Class

Noise Class	Description	2020 movements	2020 percentage	2019 percentage
A	Small propeller aircraft	< 0.1	0.1%	0%
B	Large propeller aircraft	0.0	0%	0%
C	Narrow-body aircraft	(19.4)	(95%)	(88%)
↘ **C3**	3rd generation narrow-body aircraft (e.g. B738)	9.6	(47%)	73%
↘ **C4**	4th generation narrow-body aircraft (e.g. EA320NEO)	9.8	(48%)	15%
D	Wide-body twin-engine aircraft	(1.0)	(5%)	(6%)
↘ **D3**	3rd generation wide-body twin-engine aircraft (e.g. B763G)	0.4	2%	5%
↘ **D4**	4th generation wide-body twin-engine aircraft (e.g. B789, EA359)	0.6	3%	1%
E	Wide-body 4-engine aircraft	(0.0)	(0%)	(1%)
↘ **E3**	3rd generation wide-body 4-engine aircraft (e.g. B744G)	0.0	0%	1%
↘ **E4**	4th generation wide-body 4-engine aircraft (e.g. EA38R)	0.0	0%	0.1%
F	1st & 2nd generation wide-body 3 or 4-engine aircraft *(Chapter 2/3)*	0.0	0%	0%
G	2nd generation narrow-body twin-engine aircraft *(including Ch.2 and hush-kitted versions)*	0.0	0%	0%
H	1st generation narrow-body 3 or 4-engine aircraft *(including hush-kitted versions)*	0.0	0%	0%
	Total	**20.4**	100%	100%

Note: Noise Classes C, D and E have each been subdivided into two separate subclasses since 2019.

Table C3 Gatwick 2019 and 2020 average summer day movements by ANCON type

ANCON type	2019 departures	2019 arrivals	2019 total	2020 departures	2020 arrivals	2020 total	Change departures	Change arrivals	Change total
B733	0.5	0.5	1.1	0.0	0.0	0.0	-0.5	-0.5	-1.0
B736	1.1	1.2	2.3	0.0	0.0	0.0	-1.1	-1.1	-2.3
B738	54.9	53.4	108.3	8.4	8.5	17.0	-46.4	-44.9	-91.3
B744G	2.9	2.0	4.9	0.0	0.0	0.0	-2.9	-2.0	-4.9
B753	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	-0.1
B757E	4.5	3.8	8.3	0.4	0.2	0.6	-4.1	-3.6	-7.7
B763G	2.4	2.4	4.7	0.0	0.0	0.0	-2.4	-2.4	-4.7
B772G	8.2	5.6	13.7	0.8	0.4	1.2	-7.4	-5.2	-12.6
B772R	4.6	3.3	7.9	0.4	0.4	0.8	-4.2	-2.9	-7.1
B773G	1.4	1.1	2.5	0.5	0.5	1.0	-0.9	-0.6	-1.5
B788	4.8	3.5	8.3	0.5	0.3	0.9	-4.3	-3.2	-7.5
B789	11.6	9.2	20.8	0.7	0.4	1.1	-11.0	-8.7	-19.7
BA46	0.0	0.0	0.0	0.1	0.1	0.2	+0.1	+0.1	+0.2
CRJ	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	-0.1
CRJ1000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CRJ900	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EA223	2.3	2.3	4.7	1.8	1.8	3.5	-0.6	-0.6	-1.1
EA31	0.6	0.6	1.1	0.0	0.0	0.0	-0.6	-0.6	-1.1
EA318	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EA319C	89.7	87.0	176.7	13.1	15.2	28.3	-76.6	-71.8	-148.4
EA319V	23.4	20.8	44.2	0.2	0.1	0.3	-23.2	-20.7	-43.9
EA320C	66.7	63.2	129.9	19.7	20.3	40.0	-47.0	-43.0	-89.9
EA320NEO	21.7	17.5	39.2	12.8	13.2	26.0	-8.9	-4.2	-13.1
EA320V	48.0	41.1	89.2	2.6	2.5	5.2	-45.4	-38.6	-84.0
EA321C	12.4	9.5	21.9	0.1	0.1	0.1	-12.3	-9.4	-21.8
EA321NEO	9.2	7.9	17.1	7.7	7.5	15.2	-1.6	-0.3	-1.9
EA321V	8.5	9.0	17.5	2.4	2.4	4.7	-6.1	-6.6	-12.8
EA33	7.7	6.0	13.7	0.1	0.1	0.2	-7.6	-5.9	-13.5
EA33NEO	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EA34	0.8	0.7	1.5	0.0	0.0	0.0	-0.8	-0.7	-1.4
EA346	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EA3510	0.0	0.1	0.1	0.0	0.0	0.0	0.0	-0.1	-0.1
EA359	1.7	0.9	2.6	0.0	0.0	0.0	-1.7	-0.9	-2.5
EA38GP	1.0	0.9	1.9	0.0	0.0	0.0	-1.0	-0.9	-1.9
EA38R	2.0	1.9	4.0	0.0	0.0	0.0	-2.0	-1.9	-4.0
ERJ	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0
ERJ170	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	+0.1
ERJ190	6.3	6.5	12.8	0.6	0.6	1.2	-5.7	-5.9	-11.6

ANCON type	2019 departures	2019 arrivals	2019 total	2020 departures	2020 arrivals	2020 total	Change departures	Change arrivals	Change total
EXE3	0.2	0.2	0.4	0.2	0.2	0.4	0.0	0.0	0.0
FK10	0.1	0.1	0.2	0.0	0.0	0.0	-0.1	-0.1	-0.2
L4P	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LTT	1.9	1.9	3.8	0.1	0.1	0.2	-1.8	-1.8	-3.6
MD80	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
STP	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	+0.1
STT	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total	**401.3**	**364.4**	**765.7**	**73.3**	**75.2**	**148.5**	**-328.0**	**-289.2**	**-617.2**
							(-82%)	(-79%)	(-81%)

Note: Totals may not sum exactly due to rounding. Changes have been calculated before rounding.

Table C4 Gatwick 2019 and 2020 average summer night movements by ANCON type

ANCON type	2019 departures	2019 arrivals	2019 total	2020 departures	2020 arrivals	2020 total	Change departures	Change arrivals	Change total
B736	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B738	7.5	8.9	16.4	0.6	0.5	1.2	-6.8	-8.4	-15.2
B744G	0.0	0.9	0.9	0.0	0.0	0.0	0.0	-0.9	-0.9
B757E	1.2	1.8	3.0	0.0	0.2	0.2	-1.1	-1.7	-2.8
B763G	0.1	0.1	0.2	0.0	0.0	0.0	-0.1	-0.1	-0.2
B772G	0.0	2.6	2.6	0.0	0.3	0.3	0.0	-2.3	-2.3
B772R	0.0	1.3	1.3	0.0	0.0	0.0	0.0	-1.2	-1.2
B773G	0.1	0.4	0.4	0.0	0.0	0.0	-0.1	-0.4	-0.4
B788	0.5	1.8	2.3	0.0	0.2	0.2	-0.5	-1.7	-2.2
B789	0.6	3.0	3.6	0.1	0.3	0.4	-0.5	-2.7	-3.2
BA46	0.0	0.0	0.0	0.1	0.0	0.1	+0.1	0.0	+0.1
EA319C	10.7	13.4	24.0	2.4	0.5	3.0	-8.2	-12.8	-21.1
EA319V	0.4	3.0	3.3	0.0	0.0	0.0	-0.4	-3.0	-3.3
EA320C	7.6	11.3	18.9	2.8	2.3	5.1	-4.8	-9.0	-13.8
EA320NEO	3.4	7.6	11.0	3.2	2.7	5.9	-0.2	-4.9	-5.1
EA320V	4.5	11.3	15.9	0.0	0.0	0.0	-4.5	-11.3	-15.8
EA321C	2.8	5.7	8.5	0.0	0.0	0.0	-2.8	-5.7	-8.5
EA321NEO	3.2	4.6	7.8	1.9	2.0	3.9	-1.3	-2.6	-3.9
EA321V	1.3	0.8	2.2	0.0	0.0	0.0	-1.3	-0.8	-2.2
EA33	0.5	2.2	2.7	0.0	0.0	0.0	-0.5	-2.2	-2.7
EA34	0.0	0.1	0.1	0.0	0.0	0.0	0.0	-0.1	-0.1
EA346	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EA359	0.0	0.8	0.8	0.0	0.0	0.0	0.0	-0.8	-0.8
EA38GP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EA38R	0.0	0.1	0.1	0.0	0.0	0.0	0.0	-0.1	-0.1
ERJ170	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ERJ190	0.3	0.2	0.5	0.0	0.0	0.0	-0.3	-0.1	-0.5
EXE3	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	**44.7**	**81.9**	**126.6**	**11.2**	**9.2**	**20.4**	**-33.5**	**-72.7**	**-106.2**
							(-75%)	(-89%)	(-84%)

APPENDIX D

ANCON type descriptions

Table D1 ANCON type descriptions

ANCON type	Description
B717	Boeing 717
B727	Boeing 727 (Chapter 2&3)
B732	Boeing 737-200 (Chapter 2&3)
B733	Boeing 737-300/400/500
B736	Boeing 737-600/700
B738MAX	Boeing 737 MAX 8
B738	Boeing 737-800/900
B747	Boeing 747-100 & 200/300 series (certificated to Chapter 3)
B744G	Boeing 747-400 with General Electric CF6-80F engines
B744P	Boeing 747-400 with Pratt & Whitney PW4000 engines
B744R	Boeing 747-400 with Rolls-Royce RB211 engines
B747SP	Boeing 747SP
B748	Boeing 747-8
B753	Boeing 757-300
B757C	Boeing 757-200 with Rolls-Royce RB211-535C engines
B757E	Boeing 757-200 with Rolls-Royce RB211-535E4/E4B engines
B757P	Boeing 757-200 with Pratt & Whitney PW2037/2040 engines
B762	Boeing 767-200
B763G	Boeing 767-300 with General Electric CF6-80 engines
B763P	Boeing 767-300 with Pratt & Whitney PW4000 engines
B763R	Boeing 767-300 with Rolls-Royce RB211 engines
B764	Boeing 767-400
B772G	Boeing 777-200 with General Electric GE90 engines
B772P	Boeing 777-200 with Pratt & Whitney PW4000 engines
B772R	Boeing 777-200 with Rolls-Royce Trent 800 engines
B773G	Boeing 777-200LR/300ER with General Electric GE90 engines
B773P	Boeing 777-300 with Pratt & Whitney PW4000 engines
B773R	Boeing 777-300 with Rolls-Royce Trent 800 engines
B788	Boeing 787-8
B789	Boeing 787-9
BA46	BAe 146/Avro RJ series
CRJ	Bombardier CRJ100/200 series
CRJ700	Bombardier CRJ700 series

ANCON type	Description
CRJ900	Bombardier CRJ900 series
DC10	McDonnell Douglas DC-10
EA221	Airbus A220-100
EA223	Airbus A220-300
EA30	Airbus A300
EA31	Airbus A310
EA318	Airbus A318
EA319C	Airbus A319 with CFM56 engines
EA319V	Airbus A319 with IAE V2500 engines
EA320C	Airbus A320 with CFM56 engines
EA320NEO	Airbus A320neo
EA320V	Airbus A320 with IAE V2500 engines
EA321C	Airbus A321 with CFM56 engines
EA321NEO	Airbus A321neo
EA321V	Airbus A321 with IAE V2500 engines
EA33	Airbus A330
EA34	Airbus A340-200/300
EA346	Airbus A340-500/600
EA359	Airbus A350-900
EA38GP	Airbus A380 with Engine Alliance GP7000 engines
EA38R	Airbus A380 with Rolls-Royce Trent 900 engines
ERJ	Embraer ERJ 135/145
ERJ170	Embraer E-170/175
ERJ190	Embraer E-190/195
EXE2	Chapter 2 executive jets
EXE3	Chapter 3 executive jets
FK10	Fokker 70/100
L101	Lockheed L-1011 TriStar
L4P	Large four-engine propeller
LTT	Large twin-turboprop
MD11	McDonnell Douglas MD-11
MD80	McDonnell Douglas MD-80 series
SP	Single propeller

ANCON type	Description
STP	Small twin-piston
STT	Small twin-turboprop
TU54	Tupolev Tu-154

Glossary

Glossary	
AIP	Aeronautical Information Publication
AMSL	Above Mean Sea Level
ANCON	The UK civil aircraft noise contour model, developed and maintained by ERCD.
ATC	Air Traffic Control
CAA	Civil Aviation Authority
dB	Decibel units describing sound level or changes of sound level.
DfT	Department for Transport (UK Government)
ERCD	Environmental Research and Consultancy Department
FOPP	Fuel Over Pressure Protector
GAL	Gatwick Airport Limited
ICAO	International Civil Aviation Organization
$L_{Aeq,16h}$	Equivalent A-weighted sound level of aircraft noise for the 16-hour daytime period (0700-2300 local time)
$L_{Aeq,8h}$	Equivalent A-weighted sound level of aircraft noise for the 8-hour night-time period (2300-0700 local time)
L_{Amax}	A-weighted maximum sound level of a noise event.
L_{eq}	Equivalent sound level of aircraft noise in dB, often called ‘equivalent continuous sound level’.
N60	Number of aircraft noise events above 60 dB L_{Amax}.
N65	Number of aircraft noise events above 65 dB L_{Amax}.
NPD	Noise-Power-Distance
NPR	Noise Preferential Route
NTK	Noise and Track Keeping monitoring system
OS	Ordnance Survey, the national mapping agency of Great Britain

Glossary	
SEL	Sound Exposure Level – the steady noise level, which over a period of one second contains the same sound energy as the whole aircraft noise event. It is equivalent to the L_{eq} of the noise event normalised to one second.
SID	Standard Instrument Departure