ERCD Technical Note: Gatwick Airport 2025 Noise Action Plan contours (May 2026)

Introduction

1. The Environmental Research and Consultancy Department (ERCD) of the Civil Aviation Authority (CAA) was commissioned by Gatwick Airport Limited (GAL) to produce Gatwick noise contours for the 2025 annual period to meet the requirements of the latest adopted Noise Action Plan.

2. This technical note details the noise modelling methodology used and the subsequent noise contour modelling results.

3. The metrics and contour levels plotted are:

   - 2025 annual 12-hour L_{day}, from 54-69 dB in 3 dB steps.
   - 2025 annual 4-hour $L_{evening}$, from 54-69 dB in 3 dB steps.
   - 2025 annual 8-hour L_{night}, from 48-66 dB in 3 dB steps.
   - 2025 annual 24-hour L_{den}, from 55-75 dB in 5 dB steps.
   - 2025 annual 16-hour day L_{Aeq}, from 54-69 dB in 3 dB steps.
   - 2025 annual 16-hour day N65, at levels 20, 50, 100, 200 and 500 events.
   - 2025 annual 8-hour night N60, at levels 10, 20 and 50 events.

4. The above contour levels for the L_{day}, $L_{evening}$, L_{night}, L_{den} and $L_{Aeq,16h}$ metrics are in line with those produced for the Environmental Noise Directive Round 4 noise mapping.

Noise Modelling Methodology

5. The contours were modelled using the latest version of ANCON (v2.4).

6. Traffic data for the 2025 annual period were extracted from the Gatwick ANOMS system. Movements by ANCON aircraft type for the annual average 12-hour day, 4-hour evening, 8-hour night, 24-hour period and 16-hour day are summarised in **Tables A1-A5** of **Appendix A**. A full description of ANCON types can be found in **Table A6**.

7. The contours were modelled with the departure and arrival mean tracks and flight profiles previously calculated for the 2025 summer period contours. The daytime mean tracks were used for L_{day} and $L_{evening}$, and the night-time mean tracks for L_{night}. The same flight profiles were used for all metrics.

8. There was no usage of the standby runway (08L/26R) during the 12-hour day period. However, there were standby runway movements during the 4-hour evening and 8-hour night periods, which were modelled.

9. The actual runway modal splits for each metric are summarised in **Table 1**.

Table 1 – 2025 annual average runway modal splits

Metric	Time period (local)	Runway modal split
L_{day}	12-hour day (07:00-19:00)	61% W / 39% E
$L_{evening}$	4-hour evening (19:00-23:00)	62% W / 38% E
L_{night}, N60	8-hour night (23:00-07:00)	63% W / 37% E
L_{den}	24-hour (00:00-24:00)	61% W / 39% E
$L_{Aeq,16h}$, N65	16-hour day (07:00-23:00)	61% W / 39% E

10. The effects of the surrounding topography were modelled using *Meridian 2 Gridded Heights* terrain data from Ordnance Survey.

Results

11. The 2025 annual L_{day}, $L_{evening}$, L_{night}, L_{den} and $L_{Aeq,16h}$ contours are shown in **Figures 1-5**.

12. The 2025 annual 16-hour N65 and 8-hour N60 contours are shown in **Figures 6-7**.

13. Estimates of area, population and households using the 2025 population database (updated from the 2021 Census) supplied by CACI Ltd, are provided in **Tables B1-B5** for the L_{day}, $L_{evening}$, L_{night}, L_{den} and $L_{Aeq,16h}$ contours, and in **Tables B6-B7** for the N65 and N60 contours.

14. Estimates of noise sensitive buildings (i.e. community buildings, hospitals, schools and places of worship) using 2025 PointX data are provided in **Tables C1-C5** for the L_{day}, $L_{evening}$, L_{night}, L_{den} and $L_{Aeq,16h}$ contours, and in **Tables C6-C7** for the N65 and N60 contours.

Conclusions

15. Gatwick Airport Noise Action Plan contours for the 2025 annual period have been produced for the metrics L_{day}, $L_{evening}$, L_{night}, L_{den}, $L_{Aeq,16h}$, N65 and N60.

16. Results at key levels were as follows:

- The 54 dB L_{day} contour enclosed an area of 54.2 km^2 (2024: 57.0 km^2) and a population count of 6,300 (2024: 6,700).
- The 54 dB $L_{evening}$ contour enclosed an area of 39.7 km^2 (2024: 43.3 km^2) and a population count of 3,400 (2024: 4,100).
- The 48 dB L_{night} contour enclosed an area of 50.1 km^2 (2024: 50.1 km^2) and a population count of 5,900 (2024: 5,800).
- The 55 dB L_{den} contour enclosed an area of 69.8 km^2 (2024: 73.2 km^2) and a population count of 8,700 (2024: 9,100).
- The 54 dB $L_{Aeq,16h}$ contour enclosed an area of 50.7 km^2 (2024: 53.6 km^2) and a population count of 5,300 (2024: 6,000).
- The 20-event annual 16-hour N65 contour enclosed an area of 126.9 km^2 (2024: 127.4 km^2) and a population count of 20,800 (2024: 18,500).
- The 10-event annual 8-hour N60 contour enclosed an area of 146.7 km^2 (2024: 138.1 km^2) and a population count of 23,000 (2024: 14,900).

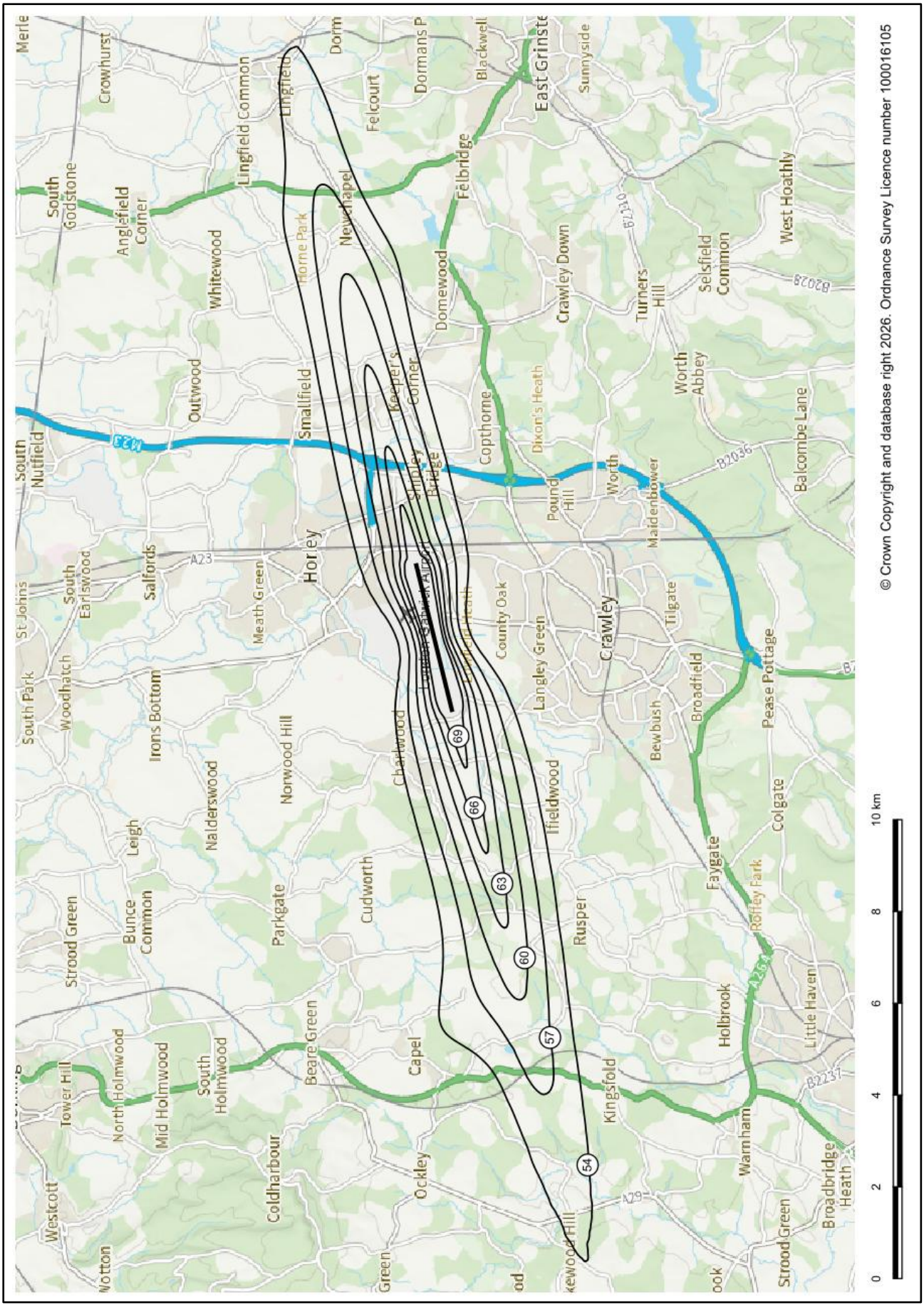
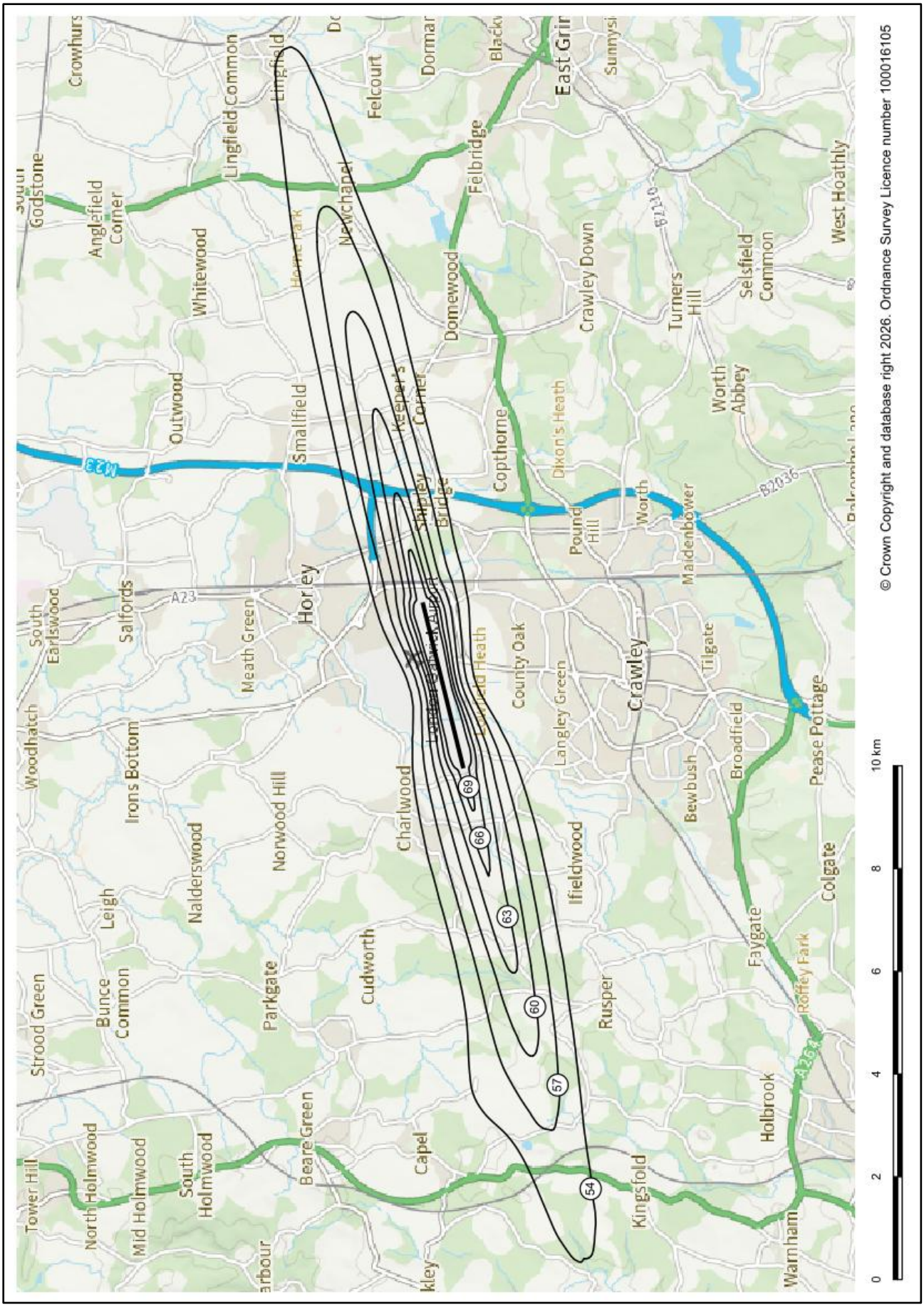


Figure 1 – 2025 annual L_{day} contours

Figure 2 – 2025 annual $L_{evening}$ contours



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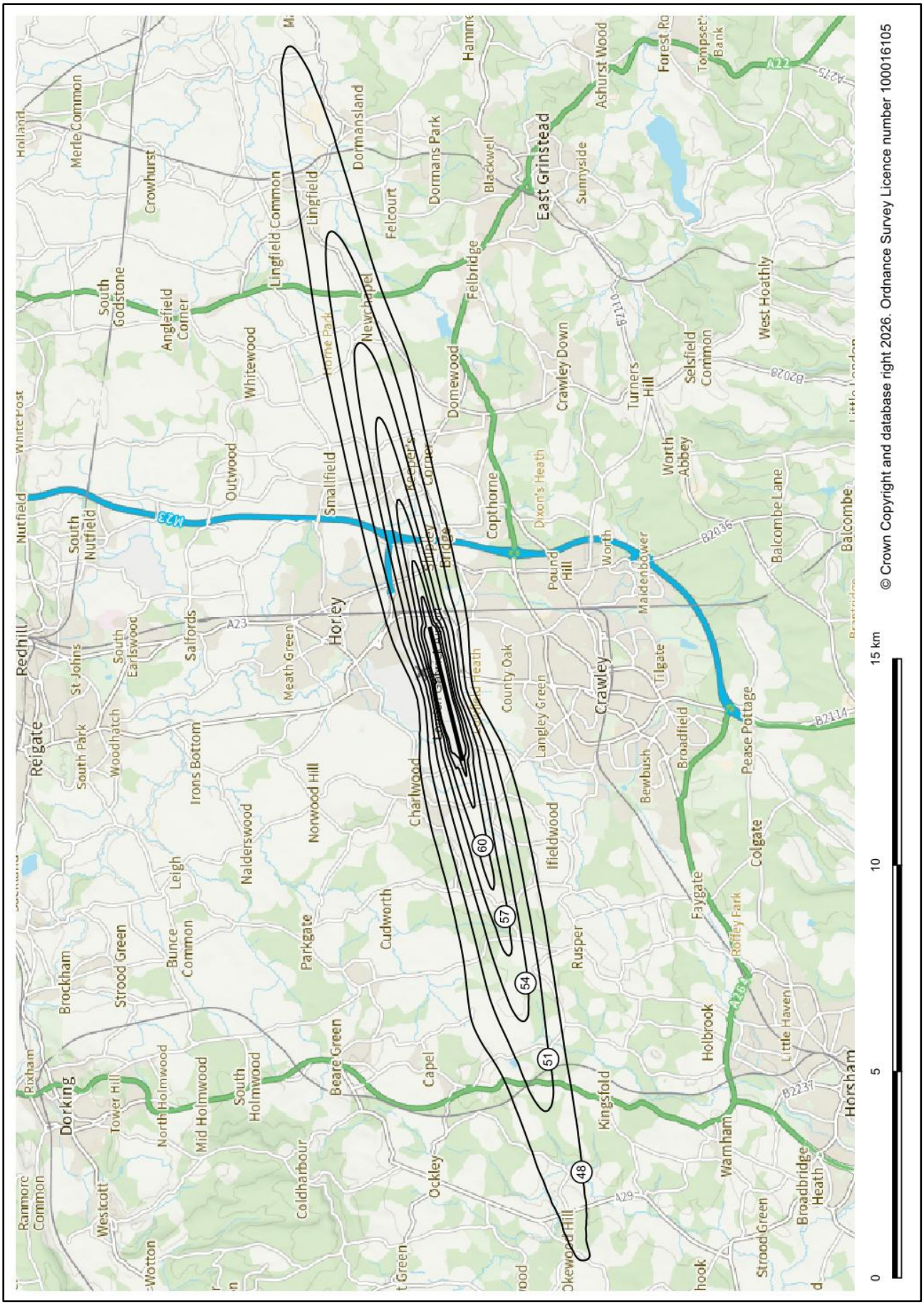


Figure 3 – 2025 annual L_{night} contours

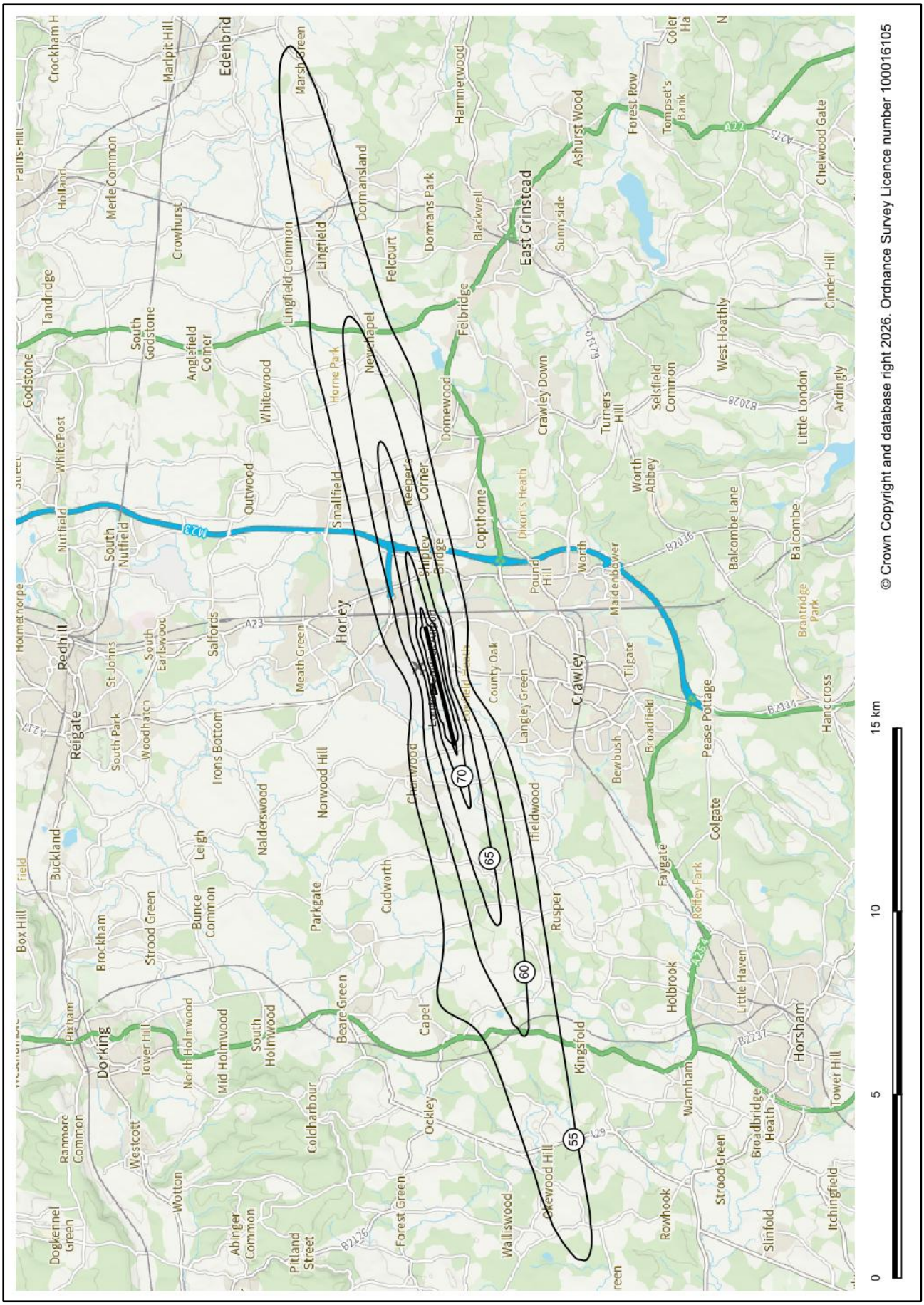


Figure 4 – 2025 annual L_{den} contours

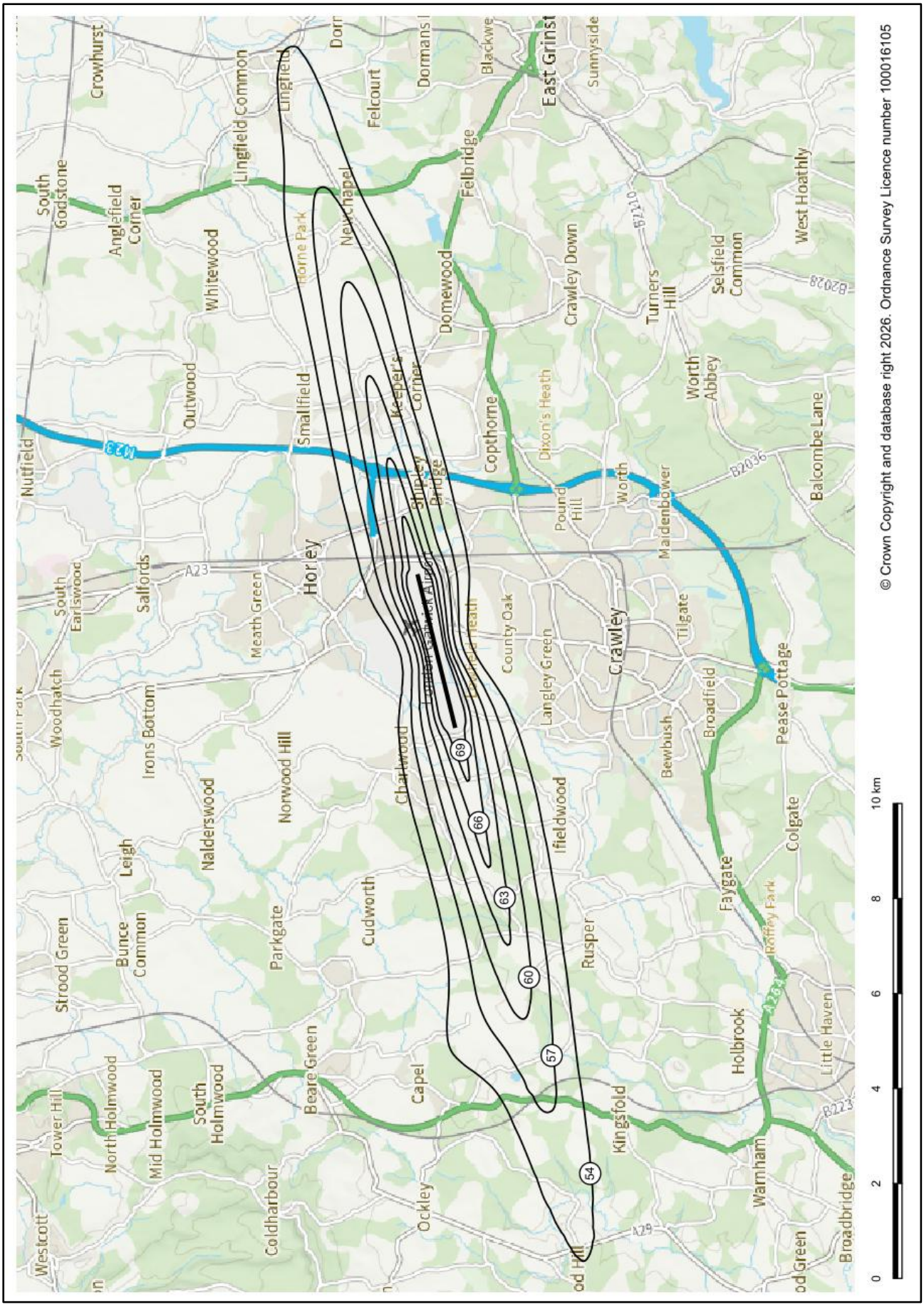
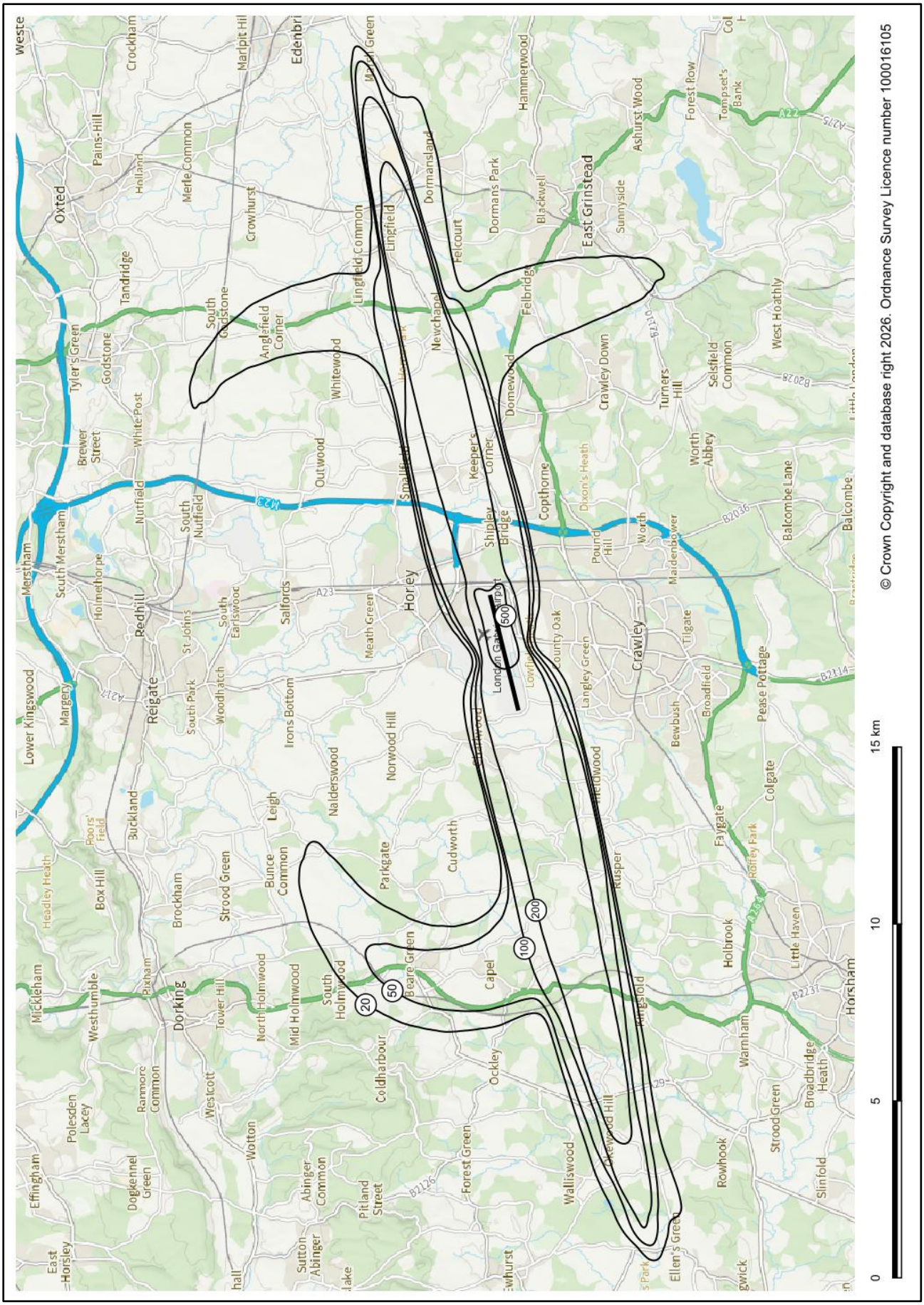
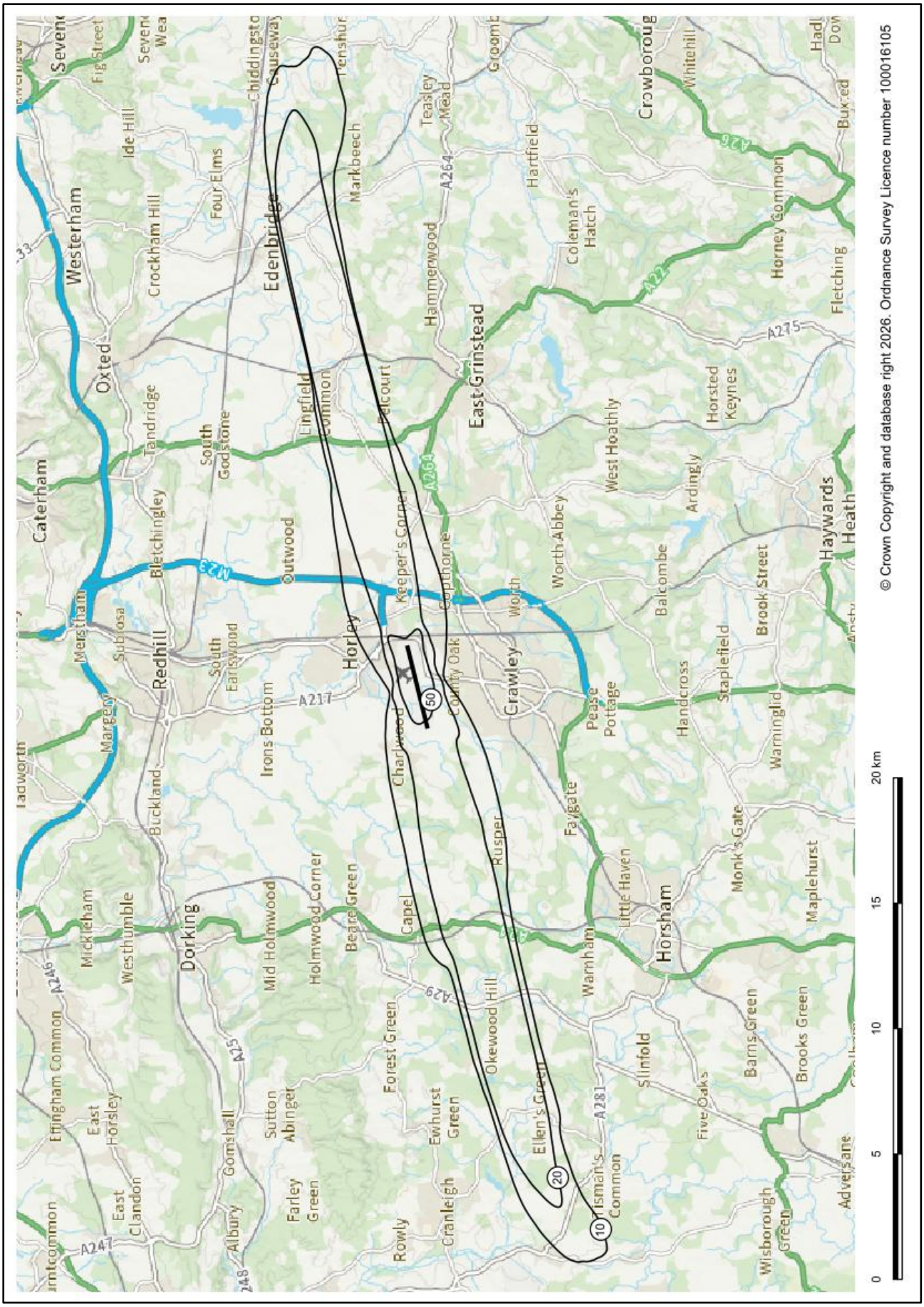


Figure 5 – 2025 annual $L_{Aeq,16h}$ contours

Figure 6 – 2025 annual 16-hour day N65 contours




Westerham
Oxted
Caterham
Edenbridge
East Grinstead
Crowborough
Redhill
Horley
Crawley
Dorking
Horsham
Haywards Heath
Worth Abbey
Lingfield Common
Hammerwood
Hartfield
Coleman's Hatch
Horsted Keynes
West Hoathly
Ardingly
Balcombe
Brook Street
Handcross
Pease Pottage
Faygate
Rusper
Capel
Warnham
Little Haven
Slinfold
Barns Green
Brooks Green
Maplehurst
Monk's Gate
Warninglid
Staplefield
Copthorne
Keeper's Corner
Outwood
Bletchingley
Godstone
Tandridge
Oxted
Limpsfield
Crockham Hill
Four Elms
Markbeech
Penshurst
Chiddingstone Causeway
Teasley Mead
Whitehill
Fletching
Horney Common
Ide Hill
Sevenoaks
Westerham
Mickleham
Westhumble
Buckland
Betchworth
Mid Holmwood
Holmwood Corner
Beare Green
Forest Green
Ewhurst Green
Cranleigh
Rowly
Okewood Hill
Ellen's Green
Ifold
Five Oaks
Wisborough Green
Adversane
Billingshurst
Ifold
Loxwood
Alfold
Dunsfold
Farley Green
Albury
Gomshall
Shere
East Clandon
East Horsley
Effingham Common
Ockham
Wisley
Ripley
Send
Woking
Guildford
Godalming
Milford
Witley
Hambledon
Chiddingfold
Haslemere
Petworth
Midhurst
Fernhurst
Lurgashall
Northchapel
Kirdford
Wisborough Green
Billingshurst
Pulborough
Storrington
Ashington
Washington
Sullington
Thakeham
Coolham
Slinfold
Warnham
Horsham
Rusper
Faygate
Crawley
Gatwick Airport
Tinsley Green
Copthorne
Felbridge
East Grinstead
Hartfield
Withyham
Groombridge
Penshurst
Edenbridge
Chiddingstone
Leigh
Tonbridge
Hildenborough
Sevenoaks
Otford
Shoreham
Eynsford
Farningham
Dartford
Swanley
Crockenhill
Hextable
Orpington
Petts Wood
Chislehurst
Bromley
Beckenham
Penge
Croydon
Purley
Coulsdon
Caterham
Warlingham
Whyteleafe
Chelsham
Tatsfield
Westerham
Oxted
Limpsfield
Godstone
Blindley Heath
Lingfield
Dormansland
Felcourt
Newchapel
Hammerwood
Ashurst
Cowden
Hever
Edenbridge
Crockham Hill
Four Elms
Markbeech
Penshurst
Chiddingstone Causeway

APPENDIX A

Aircraft movements summary

Table A1 – 2025 annual average 12-hour day movements

ANCON type	Arrivals	Departures	Total
B733	0.0	0.0	0.1
B736	0.0	0.0	0.0
B738	21.6	22.1	43.7
B738MAX	12.0	13.8	25.8
B739MAX	0.1	0.1	0.2
B748	0.0	0.0	0.0
B757E	0.2	0.2	0.4
B763G	0.2	0.2	0.4
B763P	0.2	0.2	0.3
B772G	3.0	4.5	7.6
B772R	3.4	4.5	7.9
B773G	1.1	2.1	3.2
B773R	0.0	0.5	0.5
B7810	0.2	0.2	0.4
B788	2.8	3.2	6.0
B789	3.5	6.3	9.9
E190E2	0.1	0.0	0.1
EA221	0.3	0.1	0.4
EA223	2.4	2.0	4.4
EA31	0.0	0.0	0.0
EA319C	46.7	52.2	98.9
EA319V	0.0	0.0	0.0
EA320C	53.1	65.1	118.2
EA320NC	12.6	16.5	29.0
EA320NP	1.9	1.8	3.7
EA320V	18.6	26.2	44.8
EA321C	0.4	0.5	0.9
EA321NC	7.4	9.9	17.3
EA321NP	13.9	14.8	28.7
EA321V	9.8	15.7	25.5
EA33	1.0	1.0	2.1
EA33NEO	0.4	0.5	0.8
EA34	0.0	0.0	0.0

ANCON type	Arrivals	Departures	Total
EA359	0.7	3.5	4.2
EA38GP	1.3	1.3	2.6
EA38R	0.4	0.3	0.6
ERJ	0.0	0.0	0.0
ERJ170	0.1	0.1	0.2
ERJ190	1.2	1.1	2.3
EXE3	0.3	0.3	0.5
L4P	0.0	0.0	0.0
LTT	7.2	6.1	13.3
SP	0.0	0.0	0.0
STP	0.0	0.0	0.0
Total	**228.3**	**276.9**	**505.2**

Note: ANCON type assignments were based on the Cirium aircraft fleet database. Totals are calculated from unrounded numbers.

Table A2 – 2025 annual average 4-hour evening movements

ANCON type	Arrivals	Departures	Total
B733	0.0	0.0	0.0
B736	0.0	0.0	0.0
B738	7.2	7.1	14.2
B738MAX	3.8	3.1	6.8
B739MAX	0.0	0.0	0.0
B763G	0.0	0.0	0.0
B763P	0.0	0.0	0.0
B772G	0.0	0.1	0.1
B772R	0.1	0.8	0.8
B773G	0.0	0.2	0.2
B7810	0.0	0.0	0.0
B788	0.4	1.4	1.8
B789	0.4	0.4	0.8
E190E2	0.0	0.1	0.1
EA221	0.0	0.1	0.1
EA223	0.1	0.5	0.6
EA319C	16.6	9.5	26.1
EA320C	20.5	12.0	32.5
EA320NC	4.5	2.3	6.8
EA320NP	0.6	0.6	1.2
EA320V	9.0	3.7	12.8
EA321C	0.2	0.1	0.3
EA321NC	2.8	1.6	4.3
EA321NP	4.9	4.6	9.5
EA321V	5.4	1.2	6.7
EA33	0.0	0.1	0.1
EA33NEO	0.0	0.1	0.1
EA34	0.0	0.0	0.0
EA359	0.0	0.1	0.1
EA38GP	0.3	0.4	0.7
EA38R	0.3	0.5	0.8
ERJ	0.0	0.0	0.0
ERJ170	0.0	0.1	0.1

ANCON type	Arrivals	Departures	Total
ERJ190	0.4	0.5	0.9
EXE3	0.0	0.0	0.1
L4P	0.0	0.0	0.0
LTT	0.6	1.7	2.3
SP	0.0	0.0	0.0
STP	0.0	0.0	0.0
Total	**78.2**	**52.8**	**131.0**

Note: ANCON type assignments were based on the Cirium aircraft fleet database. Totals are calculated from unrounded numbers.

Table A3 – 2025 annual average 8-hour night movements

ANCON type	Arrivals	Departures	Total
B733	0.0	0.0	0.0
B736	0.0	0.0	0.0
B738	2.3	1.9	4.2
B738MAX	2.8	1.7	4.5
B739MAX	0.0	0.0	0.0
B757E	0.0	0.0	0.0
B763G	0.0	0.0	0.0
B772G	1.6	0.0	1.6
B772R	1.9	0.0	1.9
B773G	1.1	0.0	1.1
B773R	0.5	0.0	0.5
B7810	0.0	0.0	0.0
B788	1.5	0.2	1.7
B789	2.9	0.0	3.0
EA223	0.0	0.0	0.0
EA319C	4.8	6.5	11.4
EA320C	12.2	8.8	21.0
EA320NC	4.8	3.1	7.9
EA320NP	0.1	0.0	0.1
EA320V	3.5	1.1	4.6
EA321C	0.0	0.0	0.0
EA321NC	3.3	2.1	5.5
EA321NP	3.6	3.0	6.5
EA321V	2.8	1.2	4.0
EA33	0.1	0.0	0.1
EA33NEO	0.2	0.0	0.2
EA34	0.0	0.0	0.0
EA359	2.9	0.0	2.9
EA38GP	0.1	0.0	0.1
EA38R	0.2	0.0	0.2
ERJ	0.0	0.0	0.0
ERJ170	0.0	0.0	0.0
ERJ190	0.0	0.0	0.0

ANCON type	Arrivals	Departures	Total
EXE3	0.0	0.0	0.0
L4P	0.0	0.0	0.0
LTT	0.0	0.0	0.0
SP	0.0	0.0	0.0
STP	0.0	0.0	0.0
Total	**53.3**	**29.9**	**83.3**

Note: ANCON type assignments were based on the Cirium aircraft fleet database. Totals are calculated from unrounded numbers.

Table A4 – 2025 annual average 24-hour period movements

ANCON type	Arrivals	Departures	Total
B733	0.0	0.0	0.1
B736	0.0	0.0	0.0
B738	31.1	31.1	62.1
B738MAX	18.6	18.6	37.2
B739MAX	0.1	0.1	0.2
B748	0.0	0.0	0.0
B757E	0.2	0.2	0.4
B763G	0.2	0.2	0.5
B763P	0.2	0.2	0.4
B772G	4.6	4.6	9.3
B772R	5.3	5.3	10.6
B773G	2.2	2.2	4.4
B773R	0.5	0.5	1.0
B7810	0.2	0.2	0.4
B788	4.8	4.8	9.6
B789	6.8	6.8	13.6
E190E2	0.1	0.1	0.1
EA221	0.3	0.3	0.5
EA223	2.5	2.5	4.9
EA31	0.0	0.0	0.0
EA319C	68.2	68.2	136.4
EA319V	0.0	0.0	0.0
EA320C	85.8	85.8	171.7
EA320NC	21.9	21.8	43.7
EA320NP	2.5	2.5	5.0
EA320V	31.1	31.1	62.2
EA321C	0.6	0.6	1.3
EA321NC	13.6	13.5	27.1
EA321NP	22.4	22.4	44.8
EA321V	18.1	18.1	36.2
EA33	1.1	1.1	2.2
EA33NEO	0.6	0.6	1.2
EA34	0.0	0.0	0.0

ANCON type	Arrivals	Departures	Total
EA359	3.6	3.6	7.2
EA38GP	1.7	1.7	3.5
EA38R	0.8	0.8	1.7
ERJ	0.0	0.0	0.1
ERJ170	0.2	0.2	0.3
ERJ190	1.6	1.6	3.2
EXE3	0.3	0.3	0.7
L4P	0.0	0.0	0.0
LTT	7.8	7.8	15.6
SP	0.0	0.0	0.0
STP	0.1	0.0	0.1
Total	**359.8**	**359.7**	**719.5**

Note: ANCON type assignments were based on the Cirium aircraft fleet database. Totals are calculated from unrounded numbers.

Table A5 – 2025 annual average 16-hour day movements

ANCON type	Arrivals	Departures	Total
B733	0.0	0.0	0.1
B736	0.0	0.0	0.0
B738	28.7	29.2	57.9
B738MAX	15.8	16.9	32.6
B739MAX	0.1	0.1	0.2
B748	0.0	0.0	0.0
B757E	0.2	0.2	0.4
B763G	0.2	0.2	0.4
B763P	0.2	0.2	0.4
B772G	3.0	4.6	7.7
B772R	3.4	5.3	8.7
B773G	1.2	2.2	3.4
B773R	0.0	0.5	0.5
B7810	0.2	0.2	0.4
B788	3.3	4.6	7.9
B789	3.9	6.8	10.7
E190E2	0.1	0.1	0.1
EA221	0.3	0.3	0.5
EA223	2.5	2.5	4.9
EA31	0.0	0.0	0.0
EA319C	63.3	61.7	125.0
EA319V	0.0	0.0	0.0
EA320C	73.6	77.1	150.7
EA320NC	17.1	18.7	35.8
EA320NP	2.4	2.5	4.9
EA320V	27.6	29.9	57.5
EA321C	0.6	0.6	1.2
EA321NC	10.2	11.4	21.6
EA321NP	18.8	19.4	38.2
EA321V	15.3	16.9	32.2
EA33	1.1	1.1	2.2
EA33NEO	0.4	0.6	1.0
EA34	0.0	0.0	0.0

ANCON type	Arrivals	Departures	Total
EA359	0.7	3.6	4.3
EA38GP	1.6	1.7	3.3
EA38R	0.7	0.8	1.5
ERJ	0.0	0.0	0.1
ERJ170	0.2	0.2	0.3
ERJ190	1.6	1.6	3.2
EXE3	0.3	0.3	0.6
L4P	0.0	0.0	0.0
LTT	7.8	7.8	15.6
SP	0.0	0.0	0.0
STP	0.0	0.0	0.0
Total	**306.4**	**329.8**	**636.2**

Note: ANCON type assignments were based on the Cirium aircraft fleet database. Totals are calculated from unrounded numbers.

Table A6 – ANCON aircraft 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
B738	Boeing 737-800/900
B738MAX	Boeing 737 MAX 8
B739MAX	Boeing 737 MAX 9
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 Dreamliner
B789	Boeing 787-9 Dreamliner
B7810	Boeing 787-10 Dreamliner
BA46	BAe 146/Avro RJ series

ANCON type	Description
CRJ	Bombardier CRJ100/200 series
CRJ700	Bombardier CRJ700 series
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
EA320NC	Airbus A320neo with CFM LEAP-1A engines
EA320NP	Airbus A320neo with Pratt & Whitney PW1100G engines
EA320V	Airbus A320 with IAE V2500 engines
EA321C	Airbus A321 with CFM56 engines
EA321NC	Airbus A321neo with CFM LEAP-1A engines
EA321NP	Airbus A321neo with Pratt & Whitney PW1100G engines
EA321V	Airbus A321 with IAE V2500 engines
EA33	Airbus A330
EA34	Airbus A340-200/300
EA346	Airbus A340-500/600
EA359	Airbus A350-900
EA3510	Airbus A350-1000
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

ANCON type	Description
LTT	Large twin-turboprop
MD11	McDonnell Douglas MD-11
MD80	McDonnell Douglas MD-80 series
SP	Single propeller
STP	Small twin-piston
STT	Small twin-turboprop
TU54	Tupolev Tu-154

APPENDIX B

Area, population and household estimates

Table B1 – 2025 annual L_{day} contours

L_{day} (dB)	Area (km^2)	Population	Households
> 54	54.2	6,300	2,600
> 57	30.4	1,900	800
> 60	17.1	900	400
> 63	9.0	300	100
> 66	4.5	100	< 100
> 69	2.2	0	0

Note: Population and household estimates are given to the nearest 100, and based on 2025 population data updated from the 2021 Census supplied by CACI Ltd.

Table B2 – 2025 annual $L_{evening}$ contours

$L_{evening}$ (dB)	Area (km^2)	Population	Households
> 54	39.7	3,400	1,400
> 57	21.9	1,300	500
> 60	12.0	500	200
> 63	6.1	200	< 100
> 66	2.9	100	< 100
> 69	1.5	0	0

Note: Population and household estimates are given to the nearest 100, and based on 2025 population data updated from the 2021 Census supplied by CACI Ltd.

Table B3 – 2025 annual L_{night} contours

L_{night} (dB)	Area (km^2)	Population	Households
> 48	50.1	5,900	2,300
> 51	27.2	1,700	700
> 54	15.1	900	400
> 57	8.1	400	100
> 60	4.1	100	< 100
> 63	2.1	0	0
> 66	1.2	0	0

Note: Population and household estimates are given to the nearest 100, and based on 2025 population data updated from the 2021 Census supplied by CACI Ltd.

Table B4 – 2025 annual L_{den} contours

L_{den} (dB)	Area (km^2)	Population	Households
> 55	69.8	8,700	3,500
> 60	25.1	1,400	600
> 65	9.2	400	200
> 70	2.8	100	< 100
> 75	1.1	0	0

Note: Population and household estimates are given to the nearest 100, and based on 2025 population data updated from the 2021 Census supplied by CACI Ltd.

Table B5 – 2025 annual $L_{Aeq,16h}$ contours

$L_{Aeq,16h}$ (dB)	Area (km^2)	Population	Households
> 54	50.7	5,300	2,200
> 57	28.4	1,800	700
> 60	15.9	900	400
> 63	8.3	300	100
> 66	4.1	100	< 100
> 69	2.1	0	0

Note: Population and household estimates are given to the nearest 100, and based on 2025 population data updated from the 2021 Census supplied by CACI Ltd.

Table B6 – 2025 annual 16-hour day N65 contours

N65	Area (km^2)	Population	Households
> 20	126.9	20,800	8,500
> 50	81.9	12,300	5,100
> 100	62.4	7,800	3,100
> 200	38.8	4,400	1,700
> 500	1.8	< 100	0

Note: Population and household estimates are given to the nearest 100, and based on 2025 population data updated from the 2021 Census supplied by CACI Ltd.

Table B7 – 2025 annual 8-hour night N60 contours

N60	Area (km^2)	Population	Households
> 10	146.7	23,000	9,200
> 20	93.5	9,600	3,800
> 50	4.3	100	< 100

Note: Population and household estimates are given to the nearest 100, and based on 2025 population data updated from the 2021 Census supplied by CACI Ltd.

APPENDIX C

Noise sensitive building estimates

Table C1 – 2025 annual L_{day} contours

L_{day} (dB)	Community buildings	Hospitals	Schools	Places of worship
> 54	2	0	7	6
> 57	1	0	6	3
> 60	0	0	1	3
> 63	0	0	1	3
> 66	0	0	0	1
> 69	0	0	0	0

Note: Noise sensitive building estimates are based on 2025 PointX data.

Table C2 – 2025 annual $L_{evening}$ contours

$L_{evening}$ (dB)	Community buildings	Hospitals	Schools	Places of worship
> 54	1	0	7	4
> 57	1	0	2	3
> 60	0	0	1	3
> 63	0	0	0	2
> 66	0	0	0	1
> 69	0	0	0	0

Note: Noise sensitive building estimates are based on 2025 PointX data.

Table C3 – 2025 annual L_{night} contours

L_{night} (dB)	Community buildings	Hospitals	Schools	Places of worship
> 48	2	0	14	7
> 51	1	0	3	3
> 54	0	0	1	3
> 57	0	0	0	2
> 60	0	0	0	1
> 63	0	0	0	0
> 66	0	0	0	0

Note: Noise sensitive building estimates are based on 2025 PointX data.

Table C4 – 2025 annual L_{den} contours

L_{den} (dB)	Community buildings	Hospitals	Schools	Places of worship
> 55	3	0	15	10
> 60	1	0	3	3
> 65	0	0	1	2
> 70	0	0	0	1
> 75	0	0	0	0

Note: Noise sensitive building estimates are based on 2025 PointX data.

Table C5 – 2025 annual $L_{Aeq,16h}$ contours

$L_{Aeq,16h}$ (dB)	Community buildings	Hospitals	Schools	Places of worship
> 54	2	0	7	6
> 57	1	0	4	3
> 60	0	0	1	3
> 63	0	0	1	2
> 66	0	0	0	1
> 69	0	0	0	0

Note: Noise sensitive building estimates are based on 2025 PointX data.

Table C6 – 2025 annual 16-hour day N65 contours

N65	Community buildings	Hospitals	Schools	Places of worship
> 20	9	0	23	20
> 50	6	0	18	12
> 100	4	0	15	8
> 200	3	0	7	7
> 500	0	0	0	0

Note: Noise sensitive building estimates are based on 2025 PointX data.

Table C7 – 2025 annual 8-hour night N60 contours

N60	Community buildings	Hospitals	Schools	Places of worship
> 10	10	1	28	19
> 20	4	1	18	10
> 50	0	0	1	1

Note: Noise sensitive building estimates are based on 2025 PointX data.

Glossary

Technical terms and abbreviations	
ANCON	The CAA's civil aircraft noise contour model.
CAA	Civil Aviation Authority
dB	Decibel units describing sound level or changes of sound level.
dBA	Units of sound level on the A-weighted scale, which incorporates a frequency weighting approximating the characteristics of human hearing.
ERCD	Environmental Research and Consultancy Department of the CAA
GAL	Gatwick Airport Ltd
L_{Aeq}	Equivalent sound level of aircraft noise in dBA, often called 'equivalent continuous sound level'.
$L_{Aeq,16h}$	Equivalent sound level of aircraft noise in dBA for the 07:00-23:00 local time period.
L_{day}	Equivalent sound level of aircraft noise in dBA for the annual average 12-hour day period (07:00-19:00 local time).
L_{den}	Equivalent sound level of aircraft noise in dBA for the annual average 24-hour period with 5 dB weightings for $L_{evening}$ and 10 dB weightings for L_{night}.
$L_{evening}$	Equivalent sound level of aircraft noise in dBA for the annual average 4-hour evening period (19:00-23:00 local time).
L_{night}	Equivalent sound level of aircraft noise in dBA for the annual average 8-hour night period (23:00-07:00 local time).
N60	Number of aircraft noise events exceeding 60 dB $L_{Amax.}$
N65	Number of aircraft noise events exceeding 65 dB $L_{Amax.}$