

Ground Noise

This map is a graphical representation, actual flight tracks may vary

What London Gatwick is doing to help those affected by noise from aircraft while on the ground

Introduction

Those living close to our airport may hear noise from aircraft on the ground. Unlike the limits that apply to departing aircraft, there are no restrictions on other sources of noise that come from the airport. As a responsible business we

appreciate it's important to strike a balance between the interests of the local community and the needs of airport users. We have developed various controls around the four main factors of ground noise.

Taxiing to and from the runway

Aircraft must taxi to gain access to, and exit from, the runway. We work with Air Traffic Control (ATC) to cut down the amount of time aircraft are waiting to take off or are taxiing. Reducing aircraft engine running time and aircraft not occupying the runway and

taxiways longer than necessary creates both environmental and efficiency benefits. We also encourage our airlines to adopt single or reduced engine taxi procedures so aircraft taxi to the runway holding area with one or more engines shut down.

Engine testing

Following maintenance all aircraft engines must be thoroughly tested before an aircraft is allowed to fly – together with engine runs they are part of routine maintenance. To keep noise to a minimum we allow this testing to only take place on two taxiways, Alpha and Juliet. In the unlikely event of these locations not being available, another appropriate location is found, at the discretion of the Airfield Duty Manager.

London Gatwick also restricts ground engine runs by location, time, aircraft type and duration. Except in an extreme event, aircraft cannot conduct engine runs or tests at speeds of above ground idle between 23:30 and 07:00 local time. Ground engine runs are included in the quarterly Airspace Office reports published on our website www.gatwickairport.com/noise

Auxillary Power Units (APUs)

APUs are small jet engines in the tail of an aircraft that provide power and cabin air conditioning while the aircraft is on the ground. To help reduce the noise London Gatwick has put in conditions to limit their use and have supplied alternative systems. All of the airport's aircraft parking stands have Fixed Electrical Ground Power (FEGP) units. These allow an aircraft to plug into the mains electrical supply while they are parked, which leads to a reduction in ground noise. Airlines also have

Ground Power Units (GPUs), which are diesel generators. These do produce noise but not to the level of APUs. These are used if the FEGP is not available, but we make sure their use is kept to a minimum. We carry out regular checks of aircraft APU usage to make sure airlines are complying with our requirements. Any breach of the rules is raised directly with the airline concerned. All our findings are part of the quarterly Airspace Office reports published on our website www.gatwickairport.com/noise

Reverse thrust

Aircraft uses reverse thrust to slow it down once it has landed. To reduce disturbance in those areas close to Gatwick, we've asked pilots to avoid using reverse thrust after landing between 23:30 and 06:00 local time, unless

for safety reasons. For example, a wet runway reverse thrust may be used for safety reasons.

Go to the 'Ground Noise' section at <https://aircraftnoise.gatwickairport.com/>

