

# Gatwick Airport Consultative Committee Night flight restrictions update

Tuesday 24/08/2021





## Outcome of the night flight restrictions consultation – published 19 July 2021



The existing night noise objective and existing night flight restrictions at the designated airports will be rolled over for a period of 3 years.



The next night flight regime will therefore run from October 2022 to October 2025.



We will implement a ban on QC4 rated aircraft movements at the designated airports, during the Night Quota Period (23:30 – 06:00) from October 2022.



Once we have taken into account responses to Part Two of our consultation, we aim to publish a further consultation on night flight restrictions post-October 2025, during 2023.



## Part Two of the night flight restrictions consultation

- ▶ In Part Two of our consultation, we seek early views and evidence on policy options for the government's longer term night flight policy at the designated airports, and nationally.
- ▶ The consultation asks questions on the structure of the government's noise quota count system.
- ▶ It also asks question on our national night flight policy, including seeking views and evidence on the following:
  - ❖ the health impacts of aviation noise at night;
  - ❖ the economic value of night flights;
  - ❖ the advantages/disadvantages the emergence of new technology will have in the future in relation to night noise from aircraft
  - ❖ whether the government should set criteria for airport designation;
- ▶ We will use responses to the questions on night flight dispensations to revise the guidance to airport operators and publish this before October 2022.
- ▶ **Part Two of the consultation remains open until 3 September 2021 – we are keen to hear your views.**



# Development of our evidence base

We will continue to develop the evidence base in order to support appraisal of future decisions on the design of the night flight regime.

## ON THE BENEFITS SIDE

- ▶ Reviewing existing research and engaging with stakeholders e.g. **Airlines UK paper** on economic benefits of night flights
- ▶ Revisiting previous analysis produced by **Systra** to overcome previously identified limitations e.g. consideration of wider economic benefits

## ON THE COSTS SIDE

- ▶ Scoping out a **research project** to understand how impacts associated with exposure to aviation noise vary by time of night
  - ❖ Engaging with stakeholders, including but not limited to academics, industry and ICCAN
  - ❖ Reviewing existing literature and discussing Cross Whitehall and with academics
  - ❖ Established a Steering Group for this project, which includes industry and community representatives
  - ❖ Next steps: first steering group meeting in August, scoping out requirements, working through procurement



# Survey of Noise Attitudes

## SoNA Sleep (CAP 2161) – published July 2021

- ▶ This report is an extension of SoNA 2014 (CAP1506) and looks at the subset of sleep questions asked within the main SoNA 2014 questionnaire.
- ▶ Aims of this report:-
  - ❑ to explore relationships between self-reported sleep disturbance and noise exposure
  - ❑ to explore any potential relationship between self-reported sleep disturbance and self-reported quality of health
- ▶ When investigating the impacts of environmental noise on sleep, it is important to remember that self-reported sleep disturbance can result in over-estimation compared to objective measurements of changes to sleep stages and awakenings
- ▶ **Based on the exploratory analysis in this report, there is insufficient evidence to change from the current practice of using average summer night  $L_{Aeq,8h}$  noise exposure for UK assessments.**
- ▶ The CAA is working on further analysis – on annoyance and on the sleep disturbance element to the study.