

2 April 2014
EIR reference: E0001870

Dear XXXX

I am writing in respect of your recent request of 16 March 2014, for the release of information held by the Civil Aviation Authority (CAA).

Your request:

- *“Gatwick airport’s involvement/ consultation in the preparation of the latest DfT guidance on “Guidance to the CAA on Environmental Objectives relating to the Exercise of Its Air Navigation Functions” (issued January 2014).*

It would also be useful to have the following information:

- *Finally on the first complaint Gatwick issued me with a schematic of flights near Warnham. Given I have now experienced a number of flights directly over the village (not 0.5 nautical miles to the north) please can you let me know what the error band is and how many have flown over the village centre (and within 0.5 nautical miles) since the trial started and what altitude they were at? Again I assume this data must be readily available as it would be needed to assess the viability of the trial”.*

Our response:

In assessing your request in line with the provisions of the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, we are pleased to be able to provide the information below.

- Gatwick Airport was not involved in the preparation of the latest DfT guidance on “Guidance to the CAA on Environmental Objectives relating to the Exercise of Its Air Navigation Functions” (issued January 2014). A DfT drafting group was formed including the CAA, as the UK’s specialist aviation regulator, and NATS as the UK’s en-route Air Navigation Service Provider, but not representatives of any airport. The final content of the Guidance is a matter for the DfT. At the time, the Department undertook a consultation on the revised Guidance, but the CAA is not aware of whether Gatwick Airport responded.
- The attached diagrams show the points where Gatwick departures using the temporary ADNID Standard Instrument Departure (SID) intersect a 5 km-wide vertical ‘gate’ positioned, north to south, and approximately centred over Warnham. The vertical axis on the lower plot is aircraft height in feet above aerodrome level, and the horizontal axis is the distance in metres from the centre of the gate (with Warnham located at the zero

Civil Aviation Authority

Aviation House GW Gatwick Airport South Crawley West Sussex England RH6 0YR www.caa.co.uk
Telephone 01293 768512 foirequests@caa.co.uk

point). When you view the lower diagram you are effectively looking in a south-westerly direction through the gate. As you can see, most aircraft are concentrated at a point approximately 1000 metres (0.5 nautical miles) north of the village at heights predominantly above 3,000 feet, and are contained within a swathe approximately 400 metres wide.

To determine the number of departures that have flown over Warnham since the start of the ADNID trial we have first defined an aircraft as being 'overhead' if it passed within a 60 degree "V" above the village (i.e. within 30 degrees either side of vertical).

The physics of sound propagation is such that for an 'acoustically simple' aircraft passing anywhere through the V, it may reasonably be assumed that the measured noise level will be less than the maximum noise - vertically below the aircraft - by a fixed margin (dependent *only* on the ratio of propagation distance to height). For aircraft to the side of a noise monitor, studies have shown no evidence of lateral directionality at angles less than 30 degrees from the aircraft vertical axis. An aircraft flying through the boundary of the V would give a noise level approximately 1.7 dB lower than if it had directly overflown the monitor. On that basis, and as illustrated in the attached diagram, our analysis indicates that 156 of the 1,890 departures that used the trial SID between 17 February and 17 March 2014 passed within a 60 degree V above the village. The diagram also shows that the heights of all 156 aircraft were greater than 4,000 feet when passing through the V."

If you are not satisfied with how we have dealt with your request in the first instance you should approach the CAA in writing at:-

Mark Stevens
External Response Manager
Civil Aviation Authority
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

mark.stevens@caa.co.uk

The CAA has a formal internal review process for dealing with appeals or complaints in connection with Freedom of Information requests. The key steps in this process are set in the attachment.

Should you remain dissatisfied with the outcome you have a right under Section 50 of the Freedom of Information Act to appeal against the decision by contacting the Information Commissioner at:-

Information Commissioner's Office
FOI/EIR Complaints Resolution
Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF
www.ico.gov.uk/complaints.aspx

Should you wish to make further Freedom of Information requests, please use the e-form at <http://www.caa.co.uk/foi>.

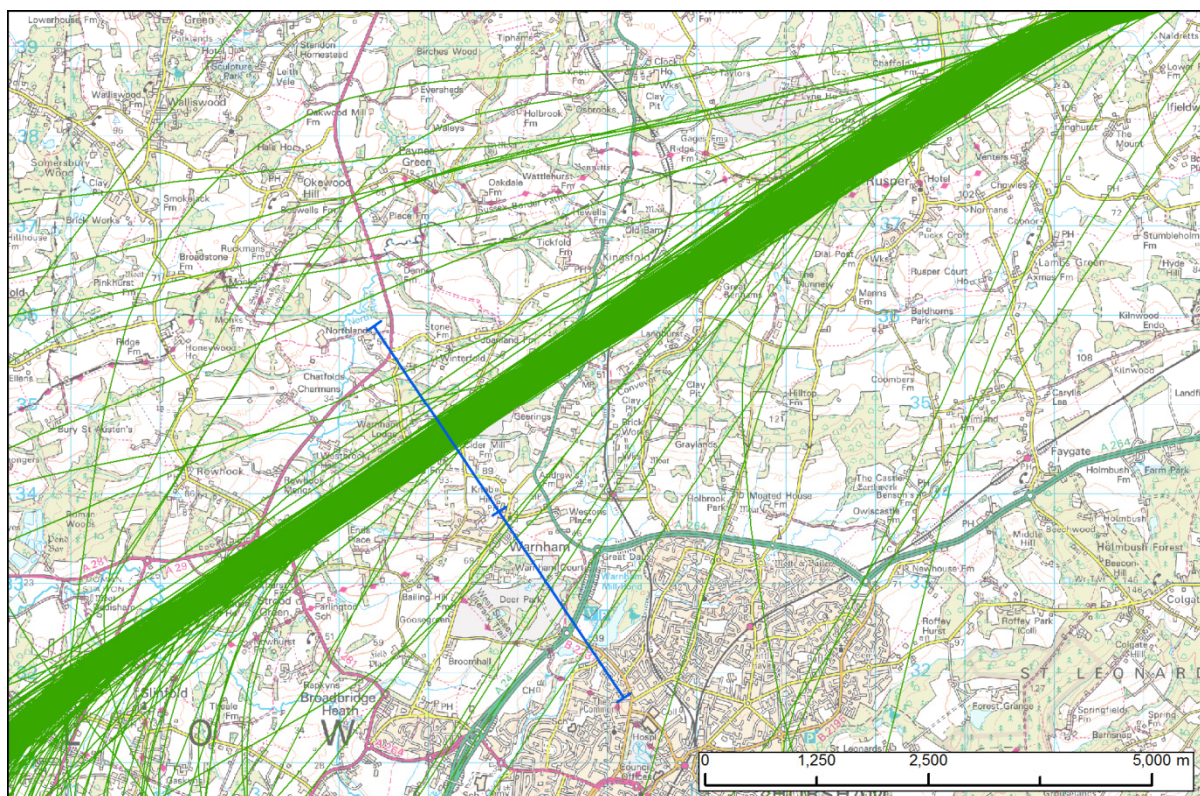
Yours sincerely

Rick Chatfield
Information Rights and Enquiries Officer

CAA INTERNAL REVIEW & COMPLAINTS PROCEDURE

- The original case to which the appeal or complaint relates is identified and the case file is made available;
- The appeal or complaint is allocated to an Appeal Manager, the appeal is acknowledged and the details of the Appeal Manager are provided to the applicant;
- The Appeal Manager reviews the case to understand the nature of the appeal or complaint, reviews the actions and decisions taken in connection with the original case and takes account of any new information that may have been received. This will typically require contact with those persons involved in the original case and consultation with the CAA Legal Department;
- The Appeal Manager concludes the review and, after consultation with those involved with the case, and with the CAA Legal Department, agrees on the course of action to be taken;
- The Appeal Manager prepares the necessary response and collates any information to be provided to the applicant;
- The response and any necessary information is sent to the applicant, together with information about further rights of appeal to the Information Commissioners Office, including full contact details.

Location of Warnham gate relative to Gatwick ADNID departure tracks



Heights of Gatwick ADNID departures over Warnham, 17/02/14 - 17/03/14
156 departures passed within a 60 degree "V" above Warnham

