

**From:** Gatwick Obviously Not [ask@gatwickobviouslynot.org](mailto:ask@gatwickobviouslynot.org)  
**Subject:** Measuring aircraft noise statistics and other baloney  
**Date:** 22 October 2021 at 16:59  
**To:** [martin@barraud.com](mailto:martin@barraud.com)



[View this email in your browser](#)

## Gatwick Obviously Not

---

Newsletter 113

---

**OPEN MEETING 8.00pm Tuesday 9<sup>th</sup> November, Penshurst Church**

Please come and hear what Tom Tugendhat MP & Charles Lloyd have to say about Gatwick's shocking plans at our Open Meeting.



**The Truth, the whole Truth and nothing but the Truth?**

Gatwick's consultation says it will *"guarantee that there would be less impact from aircraft noise than was experienced in 2019, even though the airport would have expanded"*.

But it's proposing over 35% more flights.

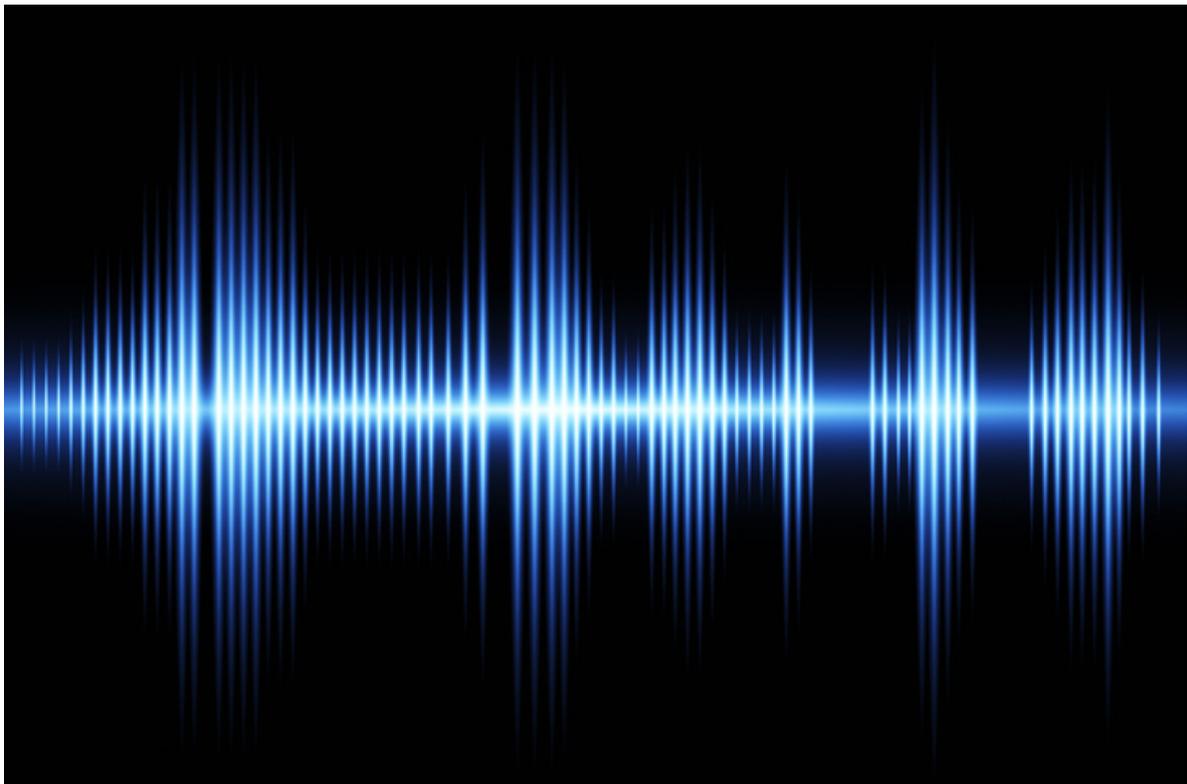
How does it land that one? Eh?

The answer is by choosing a way of measuring aircraft noise that bears little resemblance to the way it's heard on the ground.

If you assume each "next generation" plane is just a little less noisy than now, and you measure noise on an average basis over the whole day, then, hey presto, you can squeeze in lots more planes and still claim that your noise contours are no bigger than they were before. Magic.

So what's the catch?

Frequency!



The main catch is that next generation of planes really aren't much quieter than today's. Gatwick say that arriving aircraft will range from 0.5 decibels noisier to 2.5 decibels quieter. Most humans can only make out noise changes above 3 decibels. So although each new aircraft may be a tiny bit quieter you won't notice the difference.

But you'll certainly notice 35% more aircraft than there were in 2019.

Still, by using its favourite "average noise" metric the airport will be able to claim

still, by using its favourite average noise metric the airport will be able to claim that it's making less noise.

Clever isn't it.

Just like paying no tax on aviation fuel, they've got away with it so far.

Maybe we can change that, just as we helped change airspace the last time they tried to pull the wool.

More planes & less impact? Really?

The Jury's more than out on that one.

There will be time for Q&A at the meeting.

Yours

Martin Barraud

Gatwick Obviously Not

[gatwickobviouslynot.org](http://gatwickobviouslynot.org)

[ask@gatwickobviouslynot.org](mailto:ask@gatwickobviouslynot.org)

Tom is Chair of the Gatwick Coordination Group of MP's with constituencies affected by Gatwick. Charles is Treasurer of GON and the Gatwick Area Conservation Campaign and a very well informed speaker on the effects of aviation locally and nationally.

---

*Copyright © Gatwick Obviously Not, All rights reserved.*

**Our mailing address is:**

*Gatwick Obviously Not*  
Unit B7 Speldhurst Business Park  
Langton Road, Speldhurst  
Tunbridge Wells, Kent TN3 0AQ  
United Kingdom

Want to change how you receive these emails?  
You can [update your preferences](#) or [unsubscribe from this list](#).

Grow your business with  **mailchimp**

