

Noise and number quotas at Gatwick

Showing the quotas as set for 2005-6; the actual number of night flights and actual use of noise quotas in the past year; these figures adjusted to make them comparable to figures proposed for future years; the DfT proposals in their consultation paper June 2005; the proposals put to the government in December 2005 by BAA and by the Gatwick airlines; and the figures as announced by the government on 6 June 2006. With comparable figures for Heathrow and Stansted.

	2005-6 Gatwick Quota	2005-6 Actual use ¹	2005-6 Actual adjusted ²	2011-12 DfT proposal	2011-12 BAA proposal	2011-12 Gatwick airlines proposal	Gatwick decision 2006-7	Gatwick decision 2011-12	Heathrow decision 2011-12	Stansted decision 2011-12
Movements										
winter	5250	3257	3290	3000	4100	4000	3250	3250	2550	5000
summer	11200	10939	11048	10000	11200	11200	11200	11200	3250	7000
annual	16450	14196	14338	13000	15300	15200	14450	14450	5800	12000
Noise quota										
winter	6640	2677	2275	1800	³	3400	2300	2000	4080	3310
summer	9000	7913 ⁴	6669 ⁵	5900	7280	8200	6700	6200	5100	4650
annual	15640	10590	8944	7700		11600	9000	8200	9100	7960

¹ Actual use, summer 2005, winter 2005-6.

² Actual use adjusted to make them comparable with the new proposals. The movement figures need to be increased to allow for the future inclusion of small previously exempt aircraft, although the number of such aircraft is very small (about 1% according to the Gatwick airlines). The noise quota figures need to be decreased to take account of the proposed reclassification of some QC 0.5 aircraft as QC 0.25. Based on the Regulatory Statement (June 2006) paragraph 129, a 15% reduction has been applied to the actual use figures for 2005-6 to make them comparable with the new quotas.

³ BAA proposed an increase but did not suggest a specific figure.

⁴ This is the figure used by DfT in the Regulatory Statement (6 June 2006); BAA submitted to the consultative committee a figure of 8255.

⁵ Also from DfT Regulatory Statement