

# Night-time noise abatement objectives for the designated airports from October 2025

## Personal details

**Q1. Your (used for contact purposes only):**

name? Ed Winter

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**Q2. You are responding as an:**  
organisation?

## Organisation details

**Q3. Your organisation is:**

another type of organisation?

Environmental Campaign Group

**Q4. Your organisation name is?**

GACC (Gatwick Area Conservation Campaign)

**Q6. What is the number people your organisation employs?**

0

## Night-time noise abatement objectives for designated airports

Select the airport for which you wish to provide your views (you may select more than one option).

Gatwick

**Q13. To what extent do you agree, or disagree, with our night-time noise abatement objective for Gatwick airport?**

Strongly disagree.

## Gatwick - night-time noise abatement objective

**Q14. Provide a reasoning for your answer.**

This objective fails to take seriously the increasing evidence, from WHO and others, that night noise from aircraft has very serious health consequences for impacted people and needs to be drastically reduced.

As drafted the objective facilitates an increase in the number of flights permitted to operate in the night period. The structure of the proposed objective prioritises "sustainable growth", and requires noise only to be "limited", and "where possible reduced". Given the current government has made clear, for example through its Jet Zero policies, that it regards all currently forecast aviation growth as being sustainable, the objective would allow unconstrained growth in night flights with very significant health consequences for impacted people.

This objective requires a reduction in night flights only "where possible" without any attempt to define the criteria to be used in determining what is "possible". The starting point should be a total ban on night flights, and then if any night flights are to be permitted, they should be limited to those that are of very substantial proven economic importance, emergencies and for humanitarian purposes.

This objective makes an unsubstantiated assumption that freight connectivity can only be maintained with night flights. Whilst daytime slots are available there should be no need for night freight operations.

For the reasons above, the objective would not achieve the balance the government says it wants to achieve; it favours the aviation industry at huge expense to impacted communities.

The proposed objective is weaker than, and inconsistent with, the aim of the Environmental Noise Directive (and the related UK Regulations), to avoid, prevent or reduce on a prioritised basis the harmful effects, including annoyance, due to exposure to environmental noise.

The argument that long distance international flights require night flights is disproven by a number of European airports that maintain a worldwide schedule whilst banning night flights e.g. Zurich, Frankfurt, Cologne, Budapest. Amsterdam, with one of the most comprehensive worldwide schedules, has recently stated an aim to ban all night flights.

This proposal is also inconsistent with policy in other sectors where the working hours of most noise generating commercial operations are much more robustly controlled by regulations or planning conditions.

Night operations also have a significant negative impact on the health of all those working at the airport, and this is yet another reason to limit the number of night operations.

When considering the adverse effects of aviation noise on health and quality of life in relation to night flights the frequency of flights is more important than would be the case in daytime.

The effect of being re awoken with each flight is huge and therefore frequency of flights as well as noise level is a very important measure.

### **Gatwick - night-time noise abatement objective**

#### **Q15. Would alternative wording be preferable for the night-time noise abatement objective?**

Yes

### **Gatwick - night-time noise abatement objective**

#### **Q16. Provide a reasoning for your answer.**

See answers to Q15

We believe that night flights should be banned at all UK airports for a full eight-hour period each night, other than for emergency or humanitarian purposes. If such a ban is not introduced, flights other than for emergency or humanitarian purposes should be limited to flights of proven substantial economic and time critical importance that could not be operated outside of the night period. These flights must be priced at a cost that fully reflects their cost to society.

### **Gatwick - night-time noise abatement objective**

#### **Q17. Provide alternative wording on a night-time noise abatement objective.**

Night flights should be banned at all UK airports for a full eight-hour period each night, other than for emergency or humanitarian purposes.

If such a ban is not introduced: Night flights should be restricted to those have proven substantial economic and time critical importance that could not be operated outside of the night period.

All flights must be transparently priced at a cost that fully reflects their cost to society.

To limit and substantially reduce, year on year, the number of night flights and the adverse effects of aviation noise at night on health and quality of life.

### **Gatwick - assessing the night-time noise abatement objective**

#### **Q18. How should the proposed night-time noise abatement objective for Gatwick airport be assessed to ensure it is successful?**

Operators should be required to provide evidence for each flight of the economic case and that they could not be operated outside of the night hours.

The government should satisfy itself periodically that flights at night are priced at levels that incentivise flying at less harmful times and that reflect their full costs to society on all occasions in line with the polluter pays principle.

Total aircraft noise and noise impacts at night should be reduced progressively and materially at all times and against clear time phased targets.

Noise targets at Gatwick should take account of the fact that many impacted people live in rural areas with low ambient noise. The effects of aircraft noise are therefore greater than those living in urban environments and targets should be set at a lower level to take account of this fact