

Please find below a response to the flyer that has been produced and distributed to the local community.

Unfortunately it is a common misconception that larger aircraft are noisier and create more pollution. The popular light piston aircraft are nearly twice as noisy as business jets. Light aircraft frequently fly circuits, which can mean over-flying the same place up to ten times in one hour, at relatively low height. Business jets or turboprops simply arrive and depart quickly using noise abatement routes and procedures. This evidence is supported by the small number of noise complaints we receive, which almost entirely result from light aircraft. The total numbers of aircraft movements are not predicted to increase. This figure currently stands at 80-90,000 per year, a figure that has not changed significantly for thirty years. They could even decrease in the long-term, what we expect is a small shift in emphasis towards the quieter business aircraft. While we cannot promise an immediately noticeable reduction in noise disturbance, that can be expected to be the long-term result. Because aircraft movements and noise disturbance are not expected to increase, you can be confident that there will be no devaluation of any property in the local area. On the contrary, experience shows that the economic contribution of a successful airport tends to increase local property values. Again, this is supported by the takeover of Smiths Aerospace by General Electric. Their commitment to the County improves the overall economic value for everybody.

The contribution of Gloucestershire Airport to local CO2 emissions is negligible compared to that of motor vehicles on nearby roads (notably the M5 and A40), and local gas/electricity consumption. It also produces hugely less CO2 than the alternative. Last year, aircraft using Gloucestershire Airport consumed 2.1 million litres of fuel. This is equivalent to the fuel consumed on 650 yards of the adjacent part of the M5, 0.75 mile of the A40 to the South or just 2 miles of the Old Cheltenham Road alongside. It is also relevant that if the site were to be developed for housing, the additional road vehicles alone would consume at least 18 million litres of fuel annually, quite apart from domestic energy use.

The airport has been in existence for a considerable period, however, as with anything, times have changed. Legislation, H&S requirements and indeed security all add to the dynamic environment that we now live in. It is these factors that have been the driving force behind our development project.