

THE NOISE & TRACK MONITORING ADVISORY GROUP (NaTMAG) 9th August 2018

(DRAFT MINUTES v0.3 – to be ratified at NaTMAG meeting held on Thursday 8th November 2018)

In attendance:

Lee Howes (Chair)	Gatwick Airport Ltd - Airspace & Environmental Performance Manager
Matt Mills-Brookes	Gatwick Airport Ltd - Airspace Technical Lead
Kimberley Heather	Gatwick Airport Ltd - Flight Performance Team
Vicki Hughes	Gatwick Airport Ltd - Community & Industry Noise Engagement Manager
Goran Jovanovic	Gatwick Airport Ltd – Airspace Performance Lead
Paula Aldridge	Gatwick Airport Ltd – Community Engagement Manager
Markus Biedermann	Air Navigation Solutions
Ian Greene	Department for Transport
Douglas Moule	AOC
Brian Cox	Independent Technical Advisor to GATCOM
Mike George	GATCOM
Ken Harwood	GATCOM
Peter Barclay	GATCOM
Alan Jones	GATCOM
Liz Kitchen	GATCOM
Matthew Balfour	GATCOM
Charles Yarwood	GATCOM (had to leave the meeting at 1200)
Leon Hibbs	Reigate and Banstead Borough Council
Adam Dracott	Horsham District Council

Apologies

Andy Sinclair	Gatwick Airport Ltd – Head of Airspace Strategy and Engagement
Jessica Patel	Gatwick Airport Ltd – Flight Performance Team
Tara Whittaker	Gatwick Airport Ltd – Flight Performance Team

Meeting summary

- Following on from the review of the FPT systems and processes, this meeting took the form of a joint meeting/workshop. This allowed the discussion of usual topics whilst allowing time for the workshop.
- The FPT outlined the Casper NTK system failure on the 12th July. Manual contingencies allowed key metrics to be measured, the DfT/CAA were informed. A subsequent issue occurred on 11th August.
- The NMB is currently in a review phase which commenced in April 2018, the Community Noise Groups letter of no confidence has been considered by this review however the NMB will follow due process.
- Changes to Route 3 are reliant on altering Heathrow departure routes. A steeper departure trial is running on these routes and won't be completed for another year, the following airspace change will take 2 years. Most departures are already tactically vectored beyond this limit to reduce noise.
- GAL will shortly be contracting consultant support for the Route 4 airspace change.
- The END NAP submitted to Defra for review. In November NaTMAG members will be asked to identify key priority actions for the next year should the plan be adopted by the Secretary of State.
- The FPT Review identified a clear need to work smarter, introduce automation for regular analysis tasks and streamline other working practices. This will enable the team to undertake detailed analysis tasks and a more expansive airline engagement program. To date, the FPT have undertaken additional training, whilst also securing an additional 8 noise monitoring terminals. These have been initially assigned to the NMB Reduced Night Noise (RNN) trial.
- NaTMAG supported the proposals and the FPT will develop a consolidated noise report, automated data dashboards and implement online NaTMAG paper distribution system, streamlined meeting agenda and minutes. These minutes are the first to be developed in the new format.

Meeting introduction and immediate updates

- On 12th July 2018 for a period of 26 hours the Casper Noise and Track Keeping System suffered a temporary failure in the radar data feed. There was no impact to ATC operations however the impact of this outage means that the FPT does not have full radar tracks for 1,000 flights.
- Manual contingencies using ATC traffic logs were enacted to ensure accuracy and completeness in its monitoring function. Where possible the data is being recovered however in some cases this is not possible and the outage will be referenced fully alongside any potential impact to metrics in the statutory reporting.
- GAL informed the DfT and CAA via letter and will circulate the letter to NaTMAG members.
- **ACTION:** FPT to circulate the Casper outage letter to NaTMAG members.
- *Post meeting note: A partial failure in the Casper NTK system occurred on the 10th August with a complete failure on the 11th. The system was restored on the 13th August with the resulting impact affecting 1,610 flights. The data from the partial failure has led to an unusual presentation of flight tracks which Casper and working to resolve. GAL has written to the DfT and will circulate this letter to NaTMAG members.*
- Community Noise Groups issued a letter of no confidence in the NMB. The NMB is currently in a review phase which commenced in April 2018, this review will continue to follow due process and the review questions have been circulated to GATCOM.
- **ACTION:** GAL to circulate the NMB review questions to NaTMAG.
- There is an appraisal of the fixed noise monitors to replace them with more modern equipment which will provide live 4G data through Casper for access to the public through Casper Noise Lab.

Previous meeting minutes

- No comments were made on the previous minutes.

Action tracker

Action	Comments
07/2018 Lee Howes to liaise with GATCOM regarding the lack of attendance from Kent County Council.	<ul style="list-style-type: none"> ▪ Closed – Kent County Council Representative at meeting.
09/2018 FPT to attend the GNMG and feedback to NaTMAG on the outcomes of the community noise reports.	<ul style="list-style-type: none"> ▪ Open – GNMG and GAL are reviewing community noise monitoring reports alongside the wider system review, updates will be provided to both groups with noise consultancy invited to NaTMAG when review has concluded.
13/2018 FPT to invite a member of the Master Planning Team to attend the November meeting to update on future airspace planning.	<ul style="list-style-type: none"> ▪ Open – GAL to extend invite for the November meeting.
14/2018 Lee Howes to amend the wording to action 41 in the END NAP.	<ul style="list-style-type: none"> ▪ Closed – Wording amended.
15/2018 Lee Howes to add targets and aims into the appendix of the END NAP 2018-2024.	<ul style="list-style-type: none"> ▪ Closed – As noted in the document and reported to GATCOM, GAL will investigate and potentially introduce targets and aims through its living document approach.
Action 19d END NAP 2013-18 Gatwick Airport Ltd will write to the	<ul style="list-style-type: none"> ▪ Closed – GAL have written to the DfT.

Action	Comments
DfT requesting research be undertaken to fully understand the effects of aircraft on human health.	<ul style="list-style-type: none"> ▪ DfT confirmed receipt of the letter and noted that the CAA does publish regular reviews of research. In addition, when established one of ICAAN's tasks would be the review of research and commission studies where gaps exist. ▪ The group noted studies focusing on mental health would be of particular interest given the limited research in this area.

Matters arising

The following section is used to discuss matters of interest raised by NaTMAG members in the pre-meeting notes or raised by GAL.

- **Casper radar data outage**
 - Covered in the meeting introduction.
- **Departure route 3, 4 and 5 update**
 - **Route 3:** The Environmental Impact Assessment highlighted a need to change Heathrow departure routes. Heathrow currently has a steeper departure trial operational on these routes which won't be completed for another year. An airspace change process will then be required which will take a minimum of 2 years to complete under CAP1616.
 - The group noted concern with the dissemination and sharing of information from MP's offices regarding complaints and issues. GAL offered to investigate and where possible assist with the dissemination of data whilst raising the profile of NaTMAG.
 - **ACTION:** GAL to engage with the Public Affairs team to assist the dissemination and sharing of information from MP's offices to NaTMAG members.
 - **Route 4:** GAL has met with the CAA to understand their requirements and to discuss options and next steps. GAL is also in the process of securing consultant support to undertake the CAP 1616 airspace change process.
 - **Route 5:** Currently remains in the queue to be assessed by the CAA.
- **Ground noise:**
 - The group noted an increase in APU usage with one aircraft using its APU on several occasions. GAL noted that work-in-progress may require ground power to be temporarily disabled and offered to investigate the single aircraft.
 - **ACTION:** FPT to seek further information on the one aircraft which was using its APU on multiple occasions.
- **Core night CDO:**
 - The 2% reduction in core night CDO KPI performance (from 91% to 88.9%) reported by NaTMAG members is down to how this metric is reported on a 12 month rolling average. Recent metrics are slightly lower due to northern runway operations.
- **Night joining point and outliers:**
 - Although the number of aircraft joining the ILS at below 10NM and/or 3,000ft has remained at low levels (around 8 per month), it is recognised that there has been a positive trend over several years.
 - Outlier arrivals will be addressed by a new FPT airline engagement program which will be enabled by making positive improvements to FPT systems and processes which will be discussed in the workshop.

- **Go-arounds:**
 - The airfield team provided an overview of go-arounds and noted that this year there is no large difference when compared to previous years.
 - The team continue to work with air traffic control and airlines to manage go-arounds and noted that although there is a standard go-around procedure, the route that the go-around flies is dependent on when the go-around procedure is initiated and the level of traffic in the vicinity.
- **Summer night jet:**
 - Airlines and airports plan for expected disruption however it is not possible to accurately predict when this may occur, and to what extent. This summer season has seen an unprecedented level of disruption across Europe from staffing issues/industrial action and weather. This has impacted flights and resulted in an increase in dispensations.
 - Through a joint initiative GAL is working with the other designated airports to manage disruption and the application of dispensations. This work program is reporting to the DfT.
 - The DfT provided an update on the dispensation guidance review and noted that this has been postponed to consider this summer season. Although the policy itself won't change to the end of the current period, the dispensation guidance is likely to be updated.
 - NaTMAG members commented that there is a need to maintain a balance in the night flying program to protect the community.
- **Early wheel and flap deployment:**
 - A concern was raised to the NMB and NaTMAG that some airlines are lowering their landing gear and flaps at an earlier point on the approach.
 - Apart from the concern, there is no evidence that this is occurring. The gathering of evidence would require coordinated visual observation in the field which would be expensive whilst other airline engagement programs may deliver additional benefits. It was noted that such observations would be limited to landing gear deployment and it would not be possible to identify flap settings and these observations would be without the benefit of an understanding of the phase of flight and flight deck activity.
 - GAL confirmed that there is an initiative focusing on speed control at 4NM from the airport. The program aims to minimise the rare situations when approach separation is eroded due to variations in approach speed between subsequent aircraft which can result in go-arounds. Any changes in behaviour will be isolated to be within close proximity to 4NM and Heathrow undertook a similar initiative several years ago and reported no increase in noise.
 - The concern will be addressed under the NMB's Low Noise Approach metric and the FPT's airline engagement program.
- **Northern/standby runway analysis:**
 - Prior to NaTMAG the GACC requested analysis of departing aircraft noise for operations on northern/standby runway in comparison to the main runway.
 - The FPT noted that this sort of analysis is possible however it would be best to undertake using a noise model as this would provide a true scientific comparison. As part of the FPT review, a noise model will be developed and used for this task.
 - NaTMAG endorsed this activity and requested updates throughout the iterative development of the noise model.
 - **ACTION:** FPT to develop the runway noise model and provide updates to NaTMAG.

- **NMB review and update:**
 - The NMB review was covered in the meeting introduction.
 - GAL noted that the Reduced Night Noise trial had been given the go-ahead by the NMB subject to some pre-conditions. The team is developing the Statement of Need, the first step in the CAA CAP1616 process with the trial aiming to start in Q1 2019 for a period of 6 months.
 - The GNMG has allocated 8 noise monitors to the trial and work to position these has begun.
- **END Noise Action Plan:**
 - The END NAP was submitted to Defra on the 3rd August 2018.
 - GAL re-affirmed its commitment to the living document approach and through discussion NaTMAG members agreed to identify around 10 key actions to focus on each year. This will enable all actions to be considered in the 5 year period.
 - **ACTION:** Discussion at November's NaTMAG meeting on priority END NAP actions.
- **Airline Briefing pack:**
 - The airline briefing pack was developed and finalised. The document, developed as an NMB work plan task, contained key operational and noise abatement information for pilots. It was distributed to airline flight operations teams and will shortly be available on the GAL business website.
 - **ACTION:** FPT to circulate the airline briefing pack to NaTMAG members.
- **Horley complaints:**
 - To date no individuals had made a complaint from the new "Westvale Park" development in Horley, the location of which is beneath the southern part of Route 4.
- **Horley Row noise monitor:**
 - NaTMAG members noted that a noise monitor had appeared on Casper in the Horley Row Area. The FPT confirmed that no monitor had been sited and sought to investigate.
 - *Post meeting note: The Horley Row monitor was last in place on 2010 and no new monitors have been sited in this area, it has now been removed from display on Casper. Casper did not provide a reason why this monitor had appeared on the tracker.*

NaTMAG Workshop

- The workshop was introduced by explaining that the current review of FPT systems and processes was commenced following a change in staffing earlier this year. The systems and processes used by the FPT have seen little change for a few years and there is a need to update these, work smarter and take on additional analysis tasks to improve effectiveness.
- The review has made five recommendations as follows:
 - Recommendation 1: Focus on data and analytics
 - Recommendation 2: Introduce automation where possible and improve current systems to gather scientific data
 - Recommendation 3: Introduce new capabilities for enhanced analysis and airline engagement
 - Recommendation 4: Review reporting to improve clarity, transparency and speed of delivery
 - Recommendation 5: Review NaTMAG and GNMG working practices
- Recommendation 1 has already been actioned internally with the FPT.
- Recommendation 2 and 3 are in progress as part of a system upgrade for which NaTMAG has briefed on previously. As a result, they were not covered in detail in the workshop.

- Recommendation 4 focused on reviewing and updating the reports as currently there are multiple reports produced which all cover similar topics, these could be consolidated. The proposal was to produce a single noise report and use automated data dashboards to show operational data.
- NaTMAG supported the transition to a single noise report and data dashboards, and noted that:
 - The time was right to update the reports, allow for alignment with NMB data requests and that proposals for the new structure should be brought to the next NaTMAG meeting.
 - Automated dashboards are a useful way to display data quickly however the frequency of reporting alongside live data, needs to be considered.
 - Data dashboards should be provided with context and clarification where possible, one potential solution is to use rolling averages or traffic lights etc.
 - Sufficient data management resource would be required to provide oversight to the automated data reporting.
- The FPT will develop a draft noise report based upon these proposals including these comments for review at a subsequent NaTMAG meeting.
- Recommendation 5 focused on reviewing the GNMG and NaTMAG practices and commenced with the FPT providing a summary of the GNMG workshop which was held in May. The key outcomes are as follows:
 - GAL has acquired 8 additional noise monitoring terminals, to manage the increased fleet. The GNMG meetings will not take place quarterly.
 - The community noise reports are to be reviewed to increase their readability, this review includes N-above metrics.
 - The minimum noise monitoring period should be 1 year to allow for a full season, longer if possible to gather long term noise trends.
 - A noise monitor request tracker will be developed to record all requests for noise monitoring.
- The FPT then introduced several proposals for NaTMAG as follows:
 - Proposal: The NaTMAG meeting agenda should be streamlined to focus on emerging issues noted by either the members or FPT in advance of the meeting. This allows time for specialised presentations on topics of interest later in the meeting.
 - This proposal was supported by members who also requested the introduction used in this meeting should be replicated to provide the latest information to the group whilst a meeting summary should be introduced.
 - Proposal: Instead of posting printed copies of NaTMAG papers, they should instead be electronically stored centrally in a group folder with version control. Clear identification of papers (public, confidential etc.) will allow for onward dissemination of information.
 - NaTMAG supported this proposed but noted that the online system will need to comply with GDPR and email distribution would still be required for those who don't have access to Box.
 - Proposal: Streamline the minutes to increase clarity and readability.
 - This proposal was supported by NaTMAG with members noting that the minutes should be factual and note key points and decisions reached in the meeting. A meeting summary should be introduced to provide an overview of the meeting.
- The FPT thanked NaTMAG members for their assistance in the workshop. All feedback would be summarised and taken into the ongoing improvement program. Where required improvements would be brought to subsequent NaTMAG meetings for review.
- **ACTION:** FPT to provide updates on the improvement program to NaTMAG along with relevant proposals for updated documentation where required.

Any other business

- NaTMAG members requested GAL to provide dates on their blog articles and websites page updates to note when the latest information was provided.
- **ACTION:** FPT to follow-up with the web team to seek publish dates for online articles.
- NaTMAG members suggested that air quality could be considered as part of the discussions at the meeting.
- **ACTION:** FPT to follow-up with the Sustainability Team regarding air quality.
- NaTMAG members requested information from GAL on the new drone regulations which have imposed restrictions on operating drones within the vicinity of the airport.
- **ACTION:** FPT to follow-up on this request and engage with the drone team.
- NaTMAG members noted that often aircraft noise and air quality have interdependencies and NaTMAG could also including this within its remit.
- *Post meeting note: It could be useful to add an annual NaTMAG agenda item on this following the tabling of the joint report on air quality at the GATCOM Steering Group.*

Key Messages

Key Messages to GATCOM:

- In November, NaTMAG will identify priority END NAP actions for GAL to focus on for the next year. It is anticipated that, during the life of the NAP, approximately 12 Action Plan Actions will received due attention by NaTMAG per year thus ensuring the NAP is a living document and greater clarity is provided regarding the implementation of Action Plan Actions.
- The NaTMAG workshop was well received and it was agreed that the proposed reorganisation of the agenda would allow for more focus to be given to matters of interest.

Key Messages to FLOPSC:

- NaTMAG remains alert to the issue of go-arounds and is grateful for the technical discussions that take place regarding the cause of these.

Dates of Next Meetings

FLOPSC – Wednesday 26th September 2018, 9:30 – 12:00 in Barcelona, 5th Floor Destinations Place.

GNMG – Wednesday 17th October 2018, 09:30 – 12:00 in Orlando, 5th Floor, Destinations Place.

NaTMAG - Thursday 8th November 2018, 10:00 – 13:00 in Barcelona, 5th Floor, Destinations Place.

All 2018 NaTMAG meetings will take place in Barcelona, 5th Floor Destinations Place.

Annex A: Action summary

Action No/Year	Action/Decision/Next Step	Raised	Responsible	Plan date	Actual date	Status	Comments: Updated August 2018
07/2018	Lee Howes to liaise with GATCOM regarding the lack of attendance from Kent County Council.	May 2018	LJH	Aug 2018	Aug 2018	CLOSED	Kent County council representative attended the August NaTMAG meeting.
08/2018	Andy Sinclair to follow with the CAA regarding the delay on a Route 5 decision.	May 2018	AS	Aug 2018	May 2018	CLOSED	The CAA have confirmed that the Route 5 PIR is still delayed due to resourcing and is not yet able to confirm a date for a decision.
09/2018	FPT to attend the GNMG and feedback to NaTMAG on the outcomes of the community noise reports.	May 2018	FPT	Aug 2018		OPEN	GNMG and GAL are reviewing community noise monitoring reports alongside the wider system review, updates will be provided to both groups.
10/2018	Vicki Hughes to circulate the FOPP modification data to NaTMAG members.	May 2018	VH	Aug 2018	May 2018	CLOSED	FOPP modification data circulated on 29/05/2018.
11/2018	Vicki Hughes to provide Ken Harwood with links to the NMB/10 review.	May 2018	VH	Aug 2018	May 2018	CLOSED	Ken Harwood sent link on 29/05/2018.
12/2018	Andy Sinclair to share the Future Planning presentation with the group.	May 2018	AS	Aug 2018	May 2018	CLOSED	Slides circulated on 29/05/2018.
13/2018	FPT to invite a member of the Master Planning Team to attend the November meeting to update on future airspace planning.	May 2018	FPT	Nov 2018		OPEN	Postponed until November meeting.
14/2018	Lee Howes to amend the wording to action 41 in the END NAP.	May 2018	LJH	Aug 2018	July 2018	CLOSED	Wording has been amended to include a date when the action was completed.
15/2018	Lee Howes to add targets and aims into the appendix of the END NAP 2018-2024.	May 2018	LJH	Aug 2018	Aug 2018	CLOSED	Wording amended and END NAP submitted to Defra in August 2018.
16/2018	FPT to amend wording on page 2 of the FPT report to explain why complaints are deleted.	May 2018	FPT	Aug 2018	May 2018	CLOSED	The wording has been amended and the report circulated on 29/05/2018.
17/2018	FPT to add wording from Andrew Burke on reasons why night time joining point has increased below 10 nautical miles.	May 2018	FPT	Aug 2018	May 2018	CLOSED	The wording has been added and the report circulated on 29/05/2018.

Action No/Year	Action/Decision/Next Step	Raised	Responsible	Plan date	Actual date	Status	Comments: Updated August 2018
18/2018	Vicki Hughes to update and circulate the noise timeline as specified in the diary annexe.	May 2018	VH	Aug 2018	May 2018	CLOSED	Calendar of meetings related to noise circulated on 29/05/2018.
19/2018	Vicki Hughes to circulate the Imm-15 height perception study and NMB papers to NaTMAG members.	May 2018	VH	Aug 2018	May 2018	CLOSED	Imm-15 height perception study and NMB papers circulated on 29/05/2018.
20/2018	FPT to circulate the Casper outage letter to NaTMAG members.	Aug 2018	FPT	Aug 2018	Aug 2018	CLOSED	Circulated with post meeting documentation.
21/2018	GAL to circulate the NMB review questions to NaTMAG.	Aug 2018	VH	Nov 2018		OPEN	
22/2018	GAL to engage with the Public Affairs team to assist the dissemination and sharing of information from MP's offices to NaTMAG members.	Aug 2018	FPT	Nov 2018		OPEN	
23/2018	FPT to seek further information on the one aircraft which was using its APU on multiple occasions.	Aug 2018	FPT	Nov 2018		OPEN	
24/2018	FPT to develop the runway noise model and provide updates to NaTMAG.	Aug 2018	FPT	May 2019		OPEN	
25/2018	Discussion at November's NaTMAG meeting on priority END NAP actions.	Aug 2018	FPT	Nov 2018		OPEN	
26/2018	FPT to circulate the airline briefing pack to NaTMAG members.	Aug 2018	FPT	Aug 2018	Aug 2018	CLOSED	Circulated with post meeting documentation.
27/2018	FPT to provide updates on the improvement program to NaTMAG along with relevant proposals for updated documentation where required.	Aug 2018	FPT	Aug 2018		OPEN	The improvement program is a long term task, regular updates will be provided to every NaTMAG meeting.
28/2018	FPT to follow-up with the web team to seek publish dates for online articles.	Aug 2018	FPT	Nov 2018		OPEN	
29/2018	FPT to follow-up with the Sustainability Team to discuss inclusion of air quality at NaTMAG	Aug 2018	FPT	Nov 2018		OPEN	

Action No/Year	Action/Decision/Next Step	Raised	Responsible	Plan date	Actual date	Status	Comments: Updated August 2018
30/2018	FPT to follow-up on this request and engage with the drone team	Aug 2018	FPT	Nov 2018		OPEN	

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