Noise Management Board

Plenary

Induction Meeting

30 January 2020
Agenda

10:00 Welcome and Introductions

10:15 Noise Management Board: 2nd Term
   - NMB Review Feedback
   - Report and Recommendations of NMB Review Committee
   - GAL response and appointment of Chairs
   - Purpose of NCF and membership criteria
   - Purpose of NEX and membership criteria
   - Schedule of meetings
   - Next steps

11:30 Refreshment Break

12:00 Noise Management: An Overview
   - Policy, Regulation and Oversight of Aircraft Noise
   - Aviation Industry Partners’ role in noise management

12:25 Noise Management Board: Background
   - Independent Arrivals Review and Recommendations
   - Managing Aircraft Noise at Gatwick

12:50 Any Other Business

13:00 Close of NMB Induction
Aim of the Meeting

• To understand the way forward for the 2\textsuperscript{nd} Term NMB

• To provide a general overview of Noise Management in terms of policy and responsible stakeholders

• To address ongoing noise reducing commitments and initiatives at Gatwick
Noise Management Board: 2\textsuperscript{nd} term

This section will cover the following:

- NMB Review Feedback
- Report and Recommendations of NMB Review Committee
- GAL response and appointment of Chairs
- Purpose of NCF and membership criteria
- Purpose of NEX and membership criteria
- Schedule of meetings
- Next steps
NMB Review

April 2018
Constitutional Review commenced

August 2018
Establishment of Review Sub-Committee

November 2018
Feedback Findings presented to the NMB

April 2019
Finalisation of Review recommendations

July 2018
CNG Letter of No Confidence

September – November 2018
Engagement with NMB members:
• 5 constitutional questions
• 10 review committee questions
• Ipsos MORI independent review

December 18 – March 19
Further engagement through:
• NMB/13 (Jan 19)
• NMB Ad-Hoc (Mar 19)

May 2019
NMB 1st Term Completed

Key feedback
‘Reduce the size of the NMB while increasing the breadth of community participation’
NMB Transition

July 2019
GAL adoption of proposed TOR as the basis for new structure

August 2019
Development of NEX/NCF job descriptions and establishment of Selection Panel

August 2019
Advertisement of NEX and NCF Chair role

November 2019
Appointment of NEX and NCF Chair, and Chair Induction

September/October 2019
Review of applications and NMB Chair interviews

December 2019
Introduction of new Chairs
The Review Committee recommends that a working group be convened to establish a NMB protocol for Government Policy issues.

Any future structure of the NMB should take into account the need for attendance of NaTMAG & GATCOM Chairs.

NMB should establish a communication working group to consider what changes, if any, are advisable for communication and information dissemination. Following agreement on any restructuring, members of each body to confirm their requirement for supporting information and papers for meetings.

The NMB workplan should set out specific, measurable, achievable, realistic and timely outcomes.

The governance basis (see 1) for which the NMB Chair, or a nominated and agreed NMB representative, may act as an interlocutor with national noise bodies and programmes, should be established in the NMB Terms of Reference.

The Governance of NMB should reflect the need for full buy-in and the accountability of all members for delivery of the agreed objectives.

NMB objectives for the balance of growth and noise should be reflected in the NMB Terms of Reference.

A Vision Statement for NMB should be developed for NMB/13.

The Committee proposes that a two-tier structure be established, incorporating an additional community body, closely linked to the NMB, and that the Committee continue the work on the implementation detail of this structure through December.

To establish a Vice-Chairmanship role at NMB.

The NMB workplan should set out specific, measurable, achievable, realistic and timely outcomes.
NMB Review Committee Report

• Provided to NMB on 30 April 2019

• Includes recommendations on the following:
  • NMB Governance Structure
  • TORs
  • Membership & criteria
  • Guiding Principles
  • Code of Conduct

• The Committee’s report and recommendations were adopted by Gatwick as the basis for evolving the NMB
NMB Chairs

Warren Morgan  
NMB Community Forum Chairman

Jonathan Drew  
NMB Executive Board Chairman

Graham Lake  
NMB Delivery Group Chairman
NMB Essential Purpose

To reduce noise from aircraft in and around the Gatwick area
NMB new structure

• Three groups:
  • NMB Community Forum (NCF)
  • NMB Executive Board (NEX)
  • NMB Delivery Group (NDG)

• Three Independent Chairs have been selected to govern the NCF, NEX and NDG

• The new structure addresses NMB Review feedback; a smaller NMB with increased breadth of community participation.
Purpose and Membership of the NCF

Purpose

• A Community Forum where views and ideas on reducing noise are shared

• An inclusive forum bringing together a broad, fair and representative membership of community noise groups and elected councillors

• A listening forum where all participants and their views are respected and represented at the NEX

• A results-orientated forum focused on achieving practical and deliverable reductions in noise

Membership

• Up to ten constituted and recognised Community Noise Groups

• Up to ten representatives from county, district and borough councils

• At the Chair’s discretion, inclusion of up to 5 further community noise representatives
NCF Membership Criteria

- Membership will be open to all groups/bodies from communities negatively impacted by aircraft noise generated by Gatwick Airport.

- To demonstrate appropriate legitimacy and longevity NCF members will be required to be:
  - An appointed Member of a local District, Borough Authority, or County Council
  - To be a noise community group, demonstrating legitimacy through, for example, an Annual General Meeting, published Minutes, Website presence, a fully disclosed and constituted membership committee
  - A participant in the NMB CNG Consensus Agreement of 2016

- NCF members will be required to observe NMB Governance set out in its Terms of Reference, including the Code of Conduct and Guiding Principles.

- NCF member activities should be fully transparent and should seek to positively influence the noise environment by assisting the development of consensus across the NCF’s membership.

- NCF members appointed to the NEX are expected to represent the views of the entire membership of the NCF, rather than solely the views of the Community Noise Group or Council of which they are a member.
Purpose and Membership of the NEX

**Purpose**
- To programmatise the prioritised objectives set by the NCF, developing Specific, Measurable, Achievable, Relevant and Timebound (SMART) projects and pass them for delivery to the NDG, holding the NDG to account appropriately.

**Membership**
- Independent Chair
- Vice Chair - appointed by the Chair*
- Chair NCF
- Community Noise Groups Member 1*
- Community Noise Group Member 2**
- Council Member 1*
- Council Member 2*
- National Air Traffic Services (NATS)
- Air Navigation Solutions (ANS) – Tower ATC provider
- Aircraft Operator with a minimum of 10% of movements at Gatwick
- NATMAG Chair (tbc)**
- GATCOM Chair
- Gatwick Airport Limited
- Civil Aviation Authority (CAA)
- Dept for Transport (DfT)

**Observers**
- ICCAN
- Other Observers agreed at the joint discretion of the Chair and Vice Chair

*See next slide

**Members proposed in addition to those recommended by the NMB Review
Purpose and Membership of the NEX

*Vice Chair (for an initial period of 1 year) – Helyn Clack to be independent Vice Chair (as Chair of NMB Review not as Surrey County Council), appointed by NEX Chair for the first year, with re-appointment possible after the first year.

*Council Members: 2 members maximum (if only 1-6 Councils join the NCF, then only 1 member) to be agreed by consensus by Leaders of the Councils who successfully nominate council members to the NCF. Councils to explain how they agreed that geographical issues are covered and this to be accepted by consensus at the first NEX. Terms are 1 calendar year (i.e. to last until the end of Dec each year), with re-appointment by consensus as above allowed.

*CNG members: 2 members maximum (if only 1-6 CNGs join the NCF, then only 1 member) to be agreed by consensus in the same way as for the councils (i.e. the Chairs/leaders of the CNGs of successfully nominated and constituted CNGs, together with an explanation of how geographical issues are covered and this to be accepted by consensus at the first NEX). Terms are 1 calendar year, with re-appointment by consensus as above allowed.

If consensus fails, Warren will represent all Council and/or CNG views on the NEX.
Purpose and Membership of the NDG

**Purpose**

- To coordinate, develop and agree by consensus, the delivery of the technical and operational implementation of agreed NMB workplan initiatives.
- To take into account the Gatwick Noise Action Plan.
- In conjunction with the NEX, the NMB Delivery Group will contribute to the development and finalisation of the annual Work Plan and thereafter will actively monitor Work Plan delivery.
- To advise NMB on the implementation schedule and any changes that may potentially impact the delivery of the agreed workplan.

**Membership**

- NDG Chair/NEX Secretariat
- GAL and its advisers (e.g. Helios/ERM/Trax etc. as required)
- NATS
- ANS
- Airline representative
- CAA
- NaTMAG

**Observers**

- As agreed by the membership of the NDG
Code of Conduct

NMB Participants will:

1. Treat other participants fairly, respecting each other and the principles of diversity and equality
2. Behave professionally in their relationships with the NMB, its members and all other participants
3. Permit others to express themselves and understand that all views are important even if they are not the same as their own - as long as no offence is caused, even if unintentionally
4. Inform the Chair or Secretary of the NMB if, in their view, any conduct issues arise from the contributions of any other NMB participant.
5. Not bring the NMB into disrepute.
6. Respect the confidentiality of any information that has been shared with the NMB on a confidential basis
7. Perform his/her NMB duties with honesty, integrity, impartiality, objectivity and in a constructive demeanour
8. Distribute in a timely manner, the NMB proposed Agenda, Minutes and any other information marked for circulation, to all interested parties within their respective organisations
9. Observe the NMB Terms of Reference as applicable
Standards and Ethics Committee

Membership: NCF Chair, NEX Chair and NDG Chair

Purpose: To enforce the Code of Conduct*

*Maximum Penalty: Any individual member of the NMB found to have contravened the NMB Code of Conduct may be excluded from taking part in any part of the NMB for until the 2nd NMB's term expires in December 2022.
# Schedule of NMB Meetings 2020

<table>
<thead>
<tr>
<th>NMB Meeting/Workshop</th>
<th>Date</th>
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<tbody>
<tr>
<td>NMB Induction Day</td>
<td>30 Jan 2020</td>
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<tr>
<td>NCF Meeting 1</td>
<td>26 Feb 2020</td>
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<tr>
<td>NEX Meeting 1</td>
<td>18 Mar 2020</td>
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<tr>
<td>*NMB Workshop</td>
<td>TBC</td>
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<tr>
<td>NCF Meeting 2</td>
<td>20 May 2020</td>
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<tr>
<td>NEX Meeting 2</td>
<td>24 Jun 2020</td>
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<tr>
<td>*NMB Workshop</td>
<td>TBC</td>
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<tr>
<td>NCF Meeting 3</td>
<td>23 Sep 2020</td>
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<tr>
<td>NEX Meeting 3</td>
<td>TBC</td>
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<tr>
<td>Gatwick Airspace and NMB Public Meeting</td>
<td>03 Dec 2020</td>
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*NMB Workshops to be determined*
Next Steps

NMB Community Forum

• To write to all Councils and CNGs meeting the membership criteria (on Slide 13) to invite them to fill one of the 25 positions on the NCF.

NMB Executive Board

• To write to all NEX industry members to invite them to partake

• To write to all Leaders of Councils that apply successfully to the NCF to ask them to nominate NEX Council members by consensus (this will happen outside the NCF and not be considered part of the formal NMB process)

• To write to all NCF-accepted constituted CNG Chairs or Presidents (or other equivalent leader) to ask them to nominate NEX Council members by consensus (this will happen outside the NCF and will not be considered part of the formal NMB process)
Noise Management: An Overview

This section will cover the following:

- Policy, Regulation and Oversight of Aircraft Noise
- Aviation Industry Partners’ role in noise management
Governance

Department for Transport

Law & National Policy

Policy & Regulation

ATC Services immediate vicinity

ATC services around Gatwick, London area and across UK

NATS

Civil Aviation Authority

YOUR LONDON AIRPORT

Air Navigation Solutions
Other Industry Organisations

Sustainable Aviation

ANMAC (Aircraft Noise Management Advisory Committee)

ANE (Airspace and Noise Engagement Group)
Noise Management

Gatwick Airspace Office

GATCOM

Noise Management Board

Noise Workshops

Gatwick Noise Monitoring Group

Noise & Track Monitoring Advisory Group
"The goal is to address noise problems on an individual airport basis and to identify the noise-related measures that achieve maximum environmental benefit most cost-effectively using objective and measurable criteria.”

https://www.icao.int/environmental-protection/Pages/noise.aspx
Examples of noise regulations set by the DfT:

• Noise preferential routes for departing aircraft
• Minimum heights to be achieved on departure
• Number of night flights and their noise impact
• Noise fine regime for departing aircraft
• Airspace requirements (e.g. night-time restrictions on ILS joining point or avoiding overflight of Crawley and Horley)
• Requirements for the noise insulation scheme
Aviation noise is complex
Noise Metrics

Noise Metrics should:

1. Be understandable to a wide audience
2. (CNGs) include intensity, frequency, ambient
3. Address current noise, trends, and assess changes
4. Meet minimum policy/guidance requirements
5. Be scalable and accurately modellable
6. Be proven to assess health effects

Health, as defined by the World Health Organization (WHO), is ‘a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity’
Noise Metrics

1. **Primary noise Metrics**
   - $\text{Leq day, night}$

2. **Secondary noise metrics**
   - $\text{N65 Day, N60 Night}$

3. **Secondary non-noise metrics**
   - Overflight ($<7,000\text{ft}$)
   - Flight paths ($>7000\text{ft}$)

4. **Change assessment metrics**
   - $\Delta$ populations within contours
   - $\Delta$ dB contours
   - Representative Community Locations $\Delta$ dB, $\Delta$ N above
   - WebTAG $\Delta$ effects
Noise Management at Gatwick

This section will cover the following:

• Independent Arrivals Review & Recommendations
• Managing Aircraft Noise at Gatwick
Independent Arrivals Review - Background

Gatwick commissioned an independent review of air traffic around Gatwick airport in 2015. The review was conducted by independent aviation industry experts Bo Redeborn and Graham Lake.

Aim of review:

1. To make sure everything that can reasonably be done to alleviate issues raised by the local community is being done.

2. To understand if the way Gatwick communicates with and provides information to the local community, including the handling of complaints, is fully adequate.

23 recommendations in total

Imm-18: The establishment of a Noise Management Board (NMB)
Independent Arrivals Review - Recommendations

**Noise at Source**
- Fuel Over Pressure Protector (FOPP) modification of A320 family aircraft and introduction of noise penalties

**Land Use Planning**
- Review of the application of land use policy
- Develop, publish and annually update an information booklet on airport operations

**Operating Efficiency**
- Introduce a new KPI to measure the number of planned daytime arrivals which are delayed into the night
- Evaluation of the XMAN extended arrivals manager as a tool to reduce holding
- Evaluate efficiency benefits of early advanced TBS technology implementation
Independent Arrivals Review - Recommendations

Noise Abatement Operational Procedures

- Increase the altitude for Continuous Decent Approach (CDA)
- Improve the application of CDA procedures at Gatwick
- Delivery of aircraft dispersal and respite
- Change the ILS joining point to 8NM (from 10NM) during day time hours
- Develop an operating protocol to define occasions for a change in landing direction as a result of noise
Independent Arrivals Review - Recommendations

Community Relations
- Strengthen Gatwick’s community engagement capability
- Enhance Gatwick’s complaints policy
- Establish a Noise Management Board, overseen by an independent Chair
- Publish a report in response to the Arrivals Review identifying next steps

Aspirational
- Adoption of carefully designed routes from the approach holding fix to the ILS
- Relocate or increase altitude of holding stacks
- Any system upgrade/replacement of sequencing tools must account for the need to integrate AMAN (Swanwick) and DMAN (Gatwick)

Other
- Conduct independent academic research to validate the reasons why arriving aircraft are often perceived by residents to be lower than in the past and to identify measures to establish the actual facts in a controlled analysis with community involvement
How Gatwick is delivering change

- Airspace changes
- Aircraft design
- Behaviour and operations
Gatwick’s Noise Mitigations

- Noise preferential routes – all departures should stay inside the NPRs and Gatwick must monitor compliance
- Measurement of CDO compliance
- Departure noise limits
- Minimum heights to be achieved on departure
- Restrictions on number of night movements and their noise footprint
- Noise insulation scheme
- Airspace restrictions
- Noise Action Plan 2019-2024 activities – see next slide
Noise Action Plan (NAP)

• Every 5 years, all major airports are required to identify noise impacts and revise their Noise Action Plan

• NAPs are a requirement of the Environmental Noise Directive (END) 2002/49/EC

• A NAP identifies measures that could reduce the impact of noise

• The 2019 – 2024 END NAP is the third revision to the action plan, building on the foundations laid by the previous versions.

• There are **53 Actions** in the 2019-2024 END NAP.
Stakeholder Engagement

Gatwick Airport engages with communities and industry through the following forums:

- Gatwick Airport Consultative Committee (GATCOM) and the GATCOM Steering Group
- Noise Management Board (NMB)
- Noise and Track Monitoring Advisory Group (NaTMAG)
- Flight Operations and Performance Safety Committee (FLOPSC)

In addition, information regarding noise and track keeping and noise complaints can be accessed via the Noise and Airspace Information Portal on Gatwick’s website.
Thank you for attending