

**THE NOISE & TRACK MONITORING ADVISORY GROUP (NaTMAG) 8<sup>th</sup> August 2019**

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**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 – Airspace Office and Secretary to NaTMAG
Vicki Hughes	Gatwick Airport Ltd - Community & Industry Noise Engagement Manager
Jonathan Friel	Department for Transport (DfT)
Douglas Moule	Airline representative
Brian Cox	Independent Technical Advisor to GATCOM
Mike George	GATCOM
Peter Barclay	GATCOM
Alan Jones	GATCOM
Liz Kitchen	GATCOM
Matthew Balfour	GATCOM
Caroline Salmon	GATCOM
Liz Lockwood	GATCOM
Leon Hibbs	Reigate and Banstead Borough Council
Robin Clarke	NATS
Sally Franks	Air Navigation Solutions (ANS)

**APOLOGIES**

Andy Sinclair	Gatwick Airport Ltd – Head of Airspace, Strategy and Engagement
Adam Dracott	Mid Sussex District Council
Andrew Burke	NATS

**MEETING SUMMARY**

- It was agreed that any issues provided before the meeting in the form of pre-meeting notes to Gatwick Airport Limited (GAL) from NaTMAG members be added to the Matters Arising agenda item. It was also suggested that a list of papers referred to the agenda items be provided so that a correlation can be made between papers and items for discussion.
- The Ground Noise data was discussed where some clarification was required on the differences between Auxiliary Power Unit (APU) audit and Operations Duty Team audit non-compliances.
- A daytime departure noise infringement was recorded in May whereby the airline was fined £500. No reason was identified but other criteria need to be examined as to why this occurred. Post-meeting note: Virgin Atlantic were contacted once again following the meeting, however no further information was available. Departure noise fines are due to be reviewed as an Environmental Noise Directive (END) Noise Action Plan (NAP) action.
- Track keeping is monitored daily and it was reported that track keeping statistics are lower on westerly operations (between 97% and 98% monthly track compliance) than easterly operations (more than 99% monthly track compliance). This is due to the increased usage of Route 4 during the last few months with predominantly westerly operations. Route 4 is currently subject to an airspace change process, progress can be followed on the Airspace Blog<sup>1</sup>.
- It was reported that day and shoulder CDO performance was decreasing in recent months since the beginning of the year, with around a 1-2% reduction in recent months. A reduction in recent months is likely due to an increased number of standby runway operations during the second quarter of the year as well as a number of recent thunderstorms in the vicinity. NATS offered to look into this further and present at the next meeting.

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<sup>1</sup> <https://www.gatwickairport.com/business-community/aircraft-noise-airspace/airspace/airspace-blog/>

- It was reported that go-arounds appear to be increasing with data showing 0.57% of the total arrivals for the period which is 0.08% above the similar period last year. ANS are monitoring this closely with regular airline engagement. They will present an update on go-arounds at the next meeting.
- There has been an increase in noise complaints from Tunbridge Wells and Horsham in recent months. This may be due to weather diversions over the Horsham area and an increase in local activism in the Tunbridge Wells area from community noise groups leading to more complaints from frequent complainants. The Airspace Office advised NaTMAG that the time taken to respond to individuals had increased following the introduction of the new system. This was because the enhanced responses required additional investigation work, whilst all individuals, regardless of past engagement with the Team and GAL, were treated as new complainants.
- NaTMAG members noted that there is a lack of UK specific research on the effects of aircraft noise on health. As part of the previous Gatwick Airport END NAP, the NaTMAG Chair requested the DfT undertake such research. Post-meeting note: The DfT are to liaise with ICCAN following a letter received from Gatwick in August 2018 to review the effects of aircraft noise on health and will provide an update next meeting.
- NaTMAG members noted that they had received reports of an increased number of aircraft joining the Instrument Landing System (ILS) inside 8 nautical miles (NM). These numbers remain low (less than 1%). NaTMAG members were requested to report times and periods when they identified this on the ground to permit further data analysis.
- The next steps for the Noise Management Board (NMB) were discussed with the recruitment for the Chairpersons for the two new Boards ongoing. A joint airspace and NMB Public Meeting has been scheduled for the 3 December 2019.
- Phase 2 of the Noise and Track Keeping (NTK) system was presented with new features and noise monitors demonstrated on WebTrak flight tracker as well as the new noise website.
- A NaTMAG workshop is planned for the 6 November 2019 to discuss progress of Phase 2 and plans for Phase 3.
- Noise contours have been published for 2018 and 2019 contours have been commissioned by Gatwick Airport from the CAA Environmental Research and Consultancy Department (ERCD).
- A review of the current Noise Insulation Scheme is taking place and a survey of current members of the scheme has been completed with a report due soon by Environment Resources Management (ERM).
- Two new NaTMAG members were welcomed as representatives of GATCOM and two members of the Airspace Office are leaving Gatwick Airport to pursue other endeavours.

## MEMBERSHIP UPDATE

- Two new members of NaTMAG were welcomed to the group who are attending on behalf of GATCOM. These are Caroline Salmon of Mole Valley District Council who has replaced Charles Yarwood and Liz Lockwood of Tandridge District Council who has replaced Ken Harwood.
- NaTMAG paid tribute to the late Dr Bob Peters of Applied Acoustic Design (AAD) who recently passed away following a period of illness.

## GENERAL ISSUES

- Correspondence was issued from the Airspace Office regarding the pre-meeting minutes. It was agreed that the topics highlighted in the pre-meet notes are added to the Matters Arising section of the NaTMAG agenda thus providing greater transparency publicly.
- The END NAP quarterly update provided to NaTMAG should have key items selected for implementation during the current year listed at the beginning of the document with updates on how these actions have progressed and overseen by NaTMAG. It was suggested to add these reports to the Gatwick Noise website. Post-meeting note: The END NAP quarterly update will be revised in light of the feedback received.

- **Action 05/2019:** Airspace Office to add key items selected for implementation during the current year to the beginning of the END NAP quarterly report. This is then to be uploaded to the website.

#### MINUTES OF THE PREVIOUS MEETING OF NaTMAG

- On page 3 of the previous minutes, the date for the next ANMAC meeting has not been confirmed so it was agreed to alter this to 'anticipated by the end of 2019'.
- There is still some uncertainty from NaTMAG members regarding the definition of a drone, this information can be found on the CAA website<sup>2</sup>.

In the absence of any further issues relating to the minutes, they were agreed as being a true representation of what was discussed at the previous meeting.

#### ACTION TRACKER

Action	Comments
<b>22/2018</b> GAL to engage with the Public Affairs Team to assist the dissemination and sharing of information from MP's offices to NaTMAG members.	<ul style="list-style-type: none"> <li>▪ <b>Open</b> – This has been reopened to clarify the roles of the Community Engagement Team and the Public Affairs Team in dealing with correspondence from County, Borough &amp; District Councils.</li> </ul>
<b>28/2018</b> FPT to follow-up with the web team to seek publish dates for online articles.	<ul style="list-style-type: none"> <li>▪ <b>Open</b> – This will form part of Phase 2 of the NTK implementation, due in the next few weeks. An update will be provided next meeting.</li> </ul>
<b>30/2018</b> FPT to follow-up on this request and engage with the drone team.	<ul style="list-style-type: none"> <li>▪ <b>Closed</b> – A link to the CAA page on their definition of drones has been added as a footnote to these minutes.</li> </ul>
<b>01/2019</b> FPT to engage with Sustainability Team and the Chief Planning Officer to highlight the issues surrounding odour complaints and air quality.	<ul style="list-style-type: none"> <li>▪ <b>Open</b> – Ricardo have been commissioned to conduct an assessment on air quality which will allow for mapping and measurements of odour. A report will be produced once their study on aviation fuel odour is completed. The NTK system allows users to submit complaints regarding odour. Any odour complaints will receive literature in response to their complaint referencing the report from Ricardo. The reports will be shared with NaTMAG. A further update will be provided next meeting.</li> </ul>
<b>03/2019</b> FPT to discuss the availability of noise data in the new noise website and how it could be accessed.	<ul style="list-style-type: none"> <li>▪ <b>Open</b> - This will form part of Phase 2 of the NTK implementation, due in the next few weeks. An update will be provided next meeting.</li> </ul>
<b>04/2019</b> FPT to advise Parish Councils in the vicinity of the planned noise monitor deployments on the NTK upgrade plans and rationale for deployment in their area.	<ul style="list-style-type: none"> <li>▪ <b>Closed</b> – 21 of the 23 proposed sites for noise monitors have now been deployed with the final two expected to be deployed by the end of August 2019.</li> </ul>

<sup>2</sup> <https://www.caa.co.uk/Consumers/Unmanned-aircraft/Our-role/Airspace-restrictions-for-unmanned-aircraft-and-drones/>

## MATTERS ARISING

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

## PRE-MEETING NOTES

- In the response to the pre-meeting notes, a photograph of a Gatwick noise monitor was provided for reference purposes. The Airspace Office will circulate more photographs of the new noise monitors to members which can be publicised.
- **Action 06/2019:** Airspace Office to circulate photographs of the noise monitors.
- There was some confusion regarding the list of papers sent out before the NaTMAG meeting and what was listed under the Matters Arising section of the agenda. It was suggested that a list of documentation and its purposes be created before the meeting in addition to the agenda.
- **Action 07/2019:** Airspace Office to create a papers list and share with NaTMAG before the next meeting.

## GROUND NOISE SUMMARY

- Engine tests appeared to be more frequent than previous months of this year. The Airfield Operations Team were contacted by the Secretary to NaTMAG regarding this. The Airfield Operations Team explained that this is a seasonal trend with a similar peak in numbers last summer.
- There was some confusion on the differences between APU audit non-compliances and Operations Duty Team non-compliances. The Airfield Operations Team will be contacted to provide clarity regarding this. Post-meeting note: The Airfield Operations Team were contacted and they advised that the Operations Duty Team audits and the APU audits are separate but that some APU issues can be identified as part of the Operations Duty Team non-compliances. Both audits are subject to the same criteria as published in the Gatwick Airport Directive.
- **Action 08/2019:** Airspace Office to contact the Airfield Operations Team to provide clarity between Operations Duty Team audit non-compliances and APU audit non-compliances.

## DEPARTURE NOISE INFRINGEMENT

- A daytime departure noise infringement was identified on the 11 May 2019 at 10:29 where a Virgin Atlantic Boeing 747-400 Series aircraft departed from the airport on Runway 26L and breached the Russ Hill fixed noise monitor limit by 0.9dB (having taken into account the required tailwind adjustment).
- No adverse weather impacts were identified other than a minor tailwind and the noise event was validated by listening to the recording made by the noise monitoring terminal. The airline was contacted for information regarding the event and no unusual activity was reported by the airline. Therefore, they have agreed to pay the fine of £500.
- It was suggested by members that there may have been other characteristics of the departure not yet explored, for example an intersection departure may have occurred. The airline will be contacted once again to see if any further details can be gathered. Post-meeting note: Virgin Atlantic were contacted once again following the meeting, however no further information was available.
- **Action 09/2019:** Airspace Office to contact Virgin Atlantic to obtain further information regarding the departure noise infringement.
- The departure noise infringement fines are being reviewed as an END NAP action with an external consultancy currently reviewing the fines issued by other UK airports with the Aviation Strategy paper<sup>3</sup> detailing some of these with an example of best practice at London City Airport on page 77 of the document. There will be an update on this at the November meeting.

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<sup>3</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/769695/aviation-2050-web.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/769695/aviation-2050-web.pdf)

- **Action 10/2019:** Airspace Office to provide an update on the review of the departure noise infringement fines at the November meeting.

### TRACK KEEPING, ROUTE 4 and FASI-S

- The track keeping data detailed in the Q2 FPT report showed that westerly track compliance was worse than easterly track compliance (97-98% monthly westerly track compliance compared with over 99% monthly easterly track compliance). It is a known issue that Route 4, a westerly departure route, poses difficulties with track keeping conformance due to its design and how strong south-westerly winds can affect the route.
- For updates on the proceedings with Route 4, there is an Airspace Blog on the Gatwick noise website<sup>4</sup> which posts regular updates.
- Post-meeting notes on Route 4:  
Following an early stage notification of a potential legal challenge from a local campaign group Plane Justice, the CAA recently instructed Gatwick to review the conventional Standard Instrument Departures (SIDs) for Route 4 as part of the recently initiated airspace change. Due to its potential to result in a change to the track of the conventional departure routes, this review would require the instigation of a new full Airspace Change Proposal (ACP) rather than a 'standard' review of instrument flight procedures; a much more abbreviated process. Given the drawn out and already complicated recent history of the Route 4 SIDs, undertaking a further ACP - in addition to the Route 4 RNAV SIDs airspace change process already initiated - at this stage it is believed this would create significant confusion to local residents and stakeholders. Furthermore, integrating this conventional ACP into the ongoing Route 4 RNAV SIDs airspace change risks delaying the current process and has the potential to generate understandable frustration among local communities looking for a swift resolution to this matter. There is concern that, with a number of other major airspace consultations likely in the near future, local communities risk consultation fatigue and overload. It should also be noted that the conventional departure routes GAL are being asked to review are scheduled to be gradually removed from all UK airspace in the coming years. Therefore, after careful consideration, GAL has decided not to carry out the requested review and to instead remain focussed on the current Route 4 RNAV SIDs airspace change process. GAL expect that the decision not to review the conventional SIDs will allow the CAA to draw to a close the 2012 airspace change on Route 4. It would also decouple entirely the 2012 and 2018 ACPs – making the current Route 4 RNAV SIDs ACP more straight forward. GAL are awaiting a CAA decision on this matter. In addressing this issue it has been necessary to request a short delay to the Route 4 RNAV SIDs Stage 1 Define Gateway. The next available date the CAA could accommodate is 27 September 2019, which GAL have accepted. This requires submission of the proposed design principles by 13 September 2019. It remains GAL's ambition to develop and implement new Route 4 RNAV SIDs in 2021. GAL believe that, in conjunction with changes enabled by airspace modernisation, Route 4 departures should create less impact on communities. Full details of all airspace changes can be found on the CAA's airspace change portal<sup>5</sup>, just enter 'Gatwick' into the search function. There is also an Airspace Blog on the Gatwick Noise website<sup>6</sup> which provides an update on Route 4.
- Comments were received regarding the quality of the Horley overflight track density map on page 13 of the Q2 FPT report. This will be refined as part of Phase 2 of the NTK system update (due in the next few weeks) which will reduce the grid size of the density map decreasing the pixelation. These track density maps will be going online with the new Gatwick noise website upgrade.
- Post-meeting notes FASI-S:  
Following two rounds of highly successful and insightful engagement, in which over 55 groups and organisations took the time to offer their views, GAL submitted the proposed airspace modernisation design principles to the CAA on 13 June 2019. The CAA endorsed the proposal and offered no additional guidance on how they would like Gatwick to enhance the application of

<sup>4</sup> <https://www.gatwickairport.com/business-community/aircraft-noise-airspace/airspace/airspace-blog/>

<sup>5</sup> <https://airspacechange.caa.co.uk/>

<sup>6</sup> <https://www.gatwickairport.com/business-community/aircraft-noise-airspace/airspace/airspace-blog/>

the principles underpinning the ACP. The nine Design Principles are available to review on the CAA's airspace change portal<sup>5</sup>. GAL will be writing to all stakeholders within the next few weeks to outline its plans for the next 6 months. Stage 2 of the airspace modernisation programme for GAL will involve the progressive development of options and there is hope that the fantastic level of stakeholder interest GAL has already experienced will be sustained over the next year. The intent is to develop a series of options upon which GAL can consult in 2021. The scale of the task is significant, practically starting from a blank canvas. The intent is to create a design that offers the greatest net benefits and can provide long term predictability. It is worth reinforcing that the Government recognise that some people will almost certainly be newly affected, but many others will benefit from a modernisation of our airspace. As options are refined GAL will progressively involve other stakeholders, such as parish councils. However, by way of managing expectations, GAL do not expect this will occur before early next year and there is a great deal of preliminary work to complete and submit to the CAA.

### CONTINUOUS DESCENT OPERATIONS (CDO)

- NaTMAG members reported that CDO was decreasing in recent months particularly during the day and shoulder period with around a 1-2% reduction noted.
- NATS advised that they record data for all London airports going back to 2007 and the daytime CDO trend for Gatwick varies between 88% and 91% each month. As a result the reported variation is within the expected limits. In addition, the last quarter saw an increase in the number of standby runway operations compared to the previous quarter (717 in Q2 2019 compared with 179 in Q1 2019) which may have driven this.
- The Airspace Office noted that there is a program of airline engagement being undertaken, this involves new airlines before they start operations as well as meeting with existing airlines to drive continuous improvement. This program is driven by the airport but it was noted that NATS also engage with airlines and were invited to introduce their work at the next meeting.
- **Action 11/2019:** NATS to present on their CDO airline engagement at the next meeting.
- There was also a query whether the dashboard presented to FLOPSC details airlines that maybe classed as an 'outlier' which could be another reason for CDO variation.
- **Action 12/2019:** Airspace Office to review FLOPSC dashboard to ensure outliers are detailed.

### GO-AROUNDS

- NaTMAG members noted that the number of go-arounds was increasing and that a 15 month comparison was required to compare similar periods. It was also highlighted that Mumbai Airport could provide a useful comparison of go-around activity given that it is a busy single runway airport.
- The Airspace Office advised that go-arounds remain low in comparison to the number of arrivals and an increase is often seen in the busy summer period (0.57% recorded for the first six months of the year, an increase of 0.08% compared with the same period last year). With regard to the 15 month comparison period, this request was held for the next NaTMAG meeting as the Airspace Office report is being updated.
- No information on go-arounds at Mumbai Airport could be found, therefore no comparisons could be made.
- To manage go-arounds at Gatwick, engagement with airlines is being undertaken to standardise the approach by regulating approach speed to ensure correct separation. Repeat offenders are regularly contacted by ANS.
- **Action 13/2019:** ANS to give an update on go-arounds at the next meeting. Also to be added as an agenda item.
- Construction work on a new rapid exit taxiway is planned for next year. This new exit will provide a more optimal exit for arrivals. It is anticipated the operation of the rapid exit taxiway would offer benefits both in reducing go-arounds and therefore noise as well as delays. Based on the information in the Q2 FPT report, this would benefit approximately 10% of go-arounds that occur due to an arriving aircraft being slow to vacate the runway.

## NOISE COMPLAINTS

- On page 26 of the Q2 FPT report, it was noted that the graph of complainants by towns/villages listed Newdigate but not similar Dorking villages such as Capel and Beare Green suggesting that these areas do not submit many complaints. The NTK system allocates towns and village locations based on postcodes so the locations are more accurate than allocating complaints to the nearest town as was the case with the previous Casper system.
- Tunbridge Wells also saw an increase in the number of complainants during the quarter. This may be due to local activism from community noise groups leading to an increase in complaints from frequent complainants.
- Horsham also experienced an increase in numbers, however May and June saw a number of days with localised thunderstorm activity which caused some weather diversions over the town of Horsham. This weather activity may have been driving the public perception that the 2014 trial route 'ADNID' has been reintroduced which was brought to member's attention from a community noise group who specifically referenced this issue. ADNID has not been in use since the trial ended in 2014.
- The NTK system now has the ability to classify the areas of complaints and complainants by postcode area.
- The Airspace Office advised NaTMAG that the time taken to respond to individuals had increased following the introduction of the new system. This was because the enhanced responses, which give a more detailed response to each individual topic that a complainant has raised, required additional investigation work, whilst all individuals (regardless of past engagement with the team and Gatwick) were treated as new complainants.

## STUDY OF THE EFFECTS OF AIRCRAFT NOISE ON HUMAN HEALTH

- NaTMAG members noted that there may be gaps in UK specific research on the effects of aircraft noise on human health.
- A Corporate Strategy<sup>7</sup> was recently published by the Independent Commission on Civil Aviation Noise (ICCAN) which sets out their aims and objectives for 2019-2021. This includes some detail on a potential study of this area.
- NaTMAG members suggested that this is something that could be commissioned and funded by Sustainable Aviation.
- **Action 14/2019:** GAL representative to Sustainable Aviation to raise item on study of the effects of aircraft noise on human health at the next Sustainable Aviation Quieter Group.

## JOINING POINT DATA

- NaTMAG members noted that they had received comments from a community noise group to the west of the airport regarding the number of aircraft joining the ILS at less than 8NM when operating to Runway 08.
- The Airspace Office reviewed data going back to August 2016 and noted that very small numbers of aircraft operating to Runway 08 join the ILS at less than 8NM (typically less than 1%).
- It was suggested that NATS and the Airspace Office work together to review data and determine if there are any potential trends or causal factors.
- **Action 15/2019:** Airspace Office to liaise with NATS to monitor aircraft joining inside 8NM to determine any trends or causal factors.
- NaTMAG members were requested to advise the individuals who made the comments to monitor the situation and report when they observe aircraft joining at less than 8NM for further investigation.

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<sup>7</sup> <http://bit.ly/ICCANstrategy>

### NOISE MANAGEMENT BOARD (NMB)

- It was reiterated that the NMB has not been dissolved but paused for Gatwick Airport to determine how to proceed for the NMB's second term.
- The meeting of NMB/14 on the 8 May closed without a transition plan agreed for a second term as the current three year term had concluded. Gatwick Airport are proceeding with the recruitment of two Chairpersons for the two new NMB Boards - the NMB Executive Board (NEX) and the NMB Community Forum (NCF).
- Advertisements have been placed in 11 local newspapers ranging from Croydon to Brighton advertising for the position of Chairperson for both of these Boards. It has also been shared through social media platforms. The closing date for the role is 13 September 2019 where a Selection Panel, involving members of GATCOM, NMB Review Committee and Gatwick Airport representatives will select candidate(s) in readiness for the second term of the NMB.
- A joint airspace and NMB Public Meeting has been scheduled for the 3 December 2019 which will be an afternoon session at the Gatwick Hilton Hotel. Further details will be released in due course. It will be the same process as the previous year, with invitations to register sent to 250 local parish councils and through NaTMAG, GATCOM and NMB members. Additionally, a banner will be placed on both the Gatwick noise website and the NMB webpages to advertise the event to the public. Anyone wish to attend the event will be required to register via email.
- It was suggested that an agenda item on the Master Plan may be of use due to public interest surrounding the topic. This will be considered as part of the agenda for the meeting.
- **Action 16/2019:** NMB to consider adding agenda item on the Master Plan to the joint airspace and NMB Public Meeting on 3 December 2019.

### UPDATE ON THE NTK UPGRADE PROGRAM

- 21 of 23 noise monitors have been deployed into the field. The latest addition has been situated in Kingsfold near the village of Warnham. Two further monitors are due to be placed in Outwood and Chiddingstone subject to agreement of suitable licences.
- A new feature on WebTrak was demonstrated, which allows users to view an aircraft's approach and departure profile.
- Phase 2 of the NTK update will provide a noise website to replace Casper Noise Lab and a working draft of the new site was demonstrated. This site will be accessed through the Gatwick corporate website under 'Noise Explained' and is due to go live in the next few weeks.
- The new site contains a range of information, including videos, animations, downloadable information packs along with interactive data dashboards. These show operational performance, noise monitoring, complaints and map based information such as noise contours and the Noise Insulation Scheme boundary.
- The complaints webpage, which can also be viewed on a mobile device, will be enhanced to provide a sign-in capability allowing users to create an account. This will enable quick and easy complaint submission, whilst also providing access to submitted complaints and responses from the Airspace Office.
- A NaTMAG workshop is planned for the 6 November 2019 to provide feedback on Phase 2, what worked well and what could be improved. This will inform the planning of a continuous improvement program. An invite to this workshop will be circulated to members in due course.
- Separately to the NTK system upgrade, the Airspace Office have been working with external consultants Helios to update and refresh the quarterly and annual reporting. This is in development and an update will be provided at the November meeting.
- The noise monitoring reports presented at the Gatwick Noise Monitoring Group will also be refreshed with the acoustic consultants Anderson Acoustics leading this program. The reports will be provided for all mobile noise monitoring terminals providing a 6-7 page summary of all noise monitoring activity. These reports are due to be delivered in March 2020.



### **ADDITIONAL UPDATES**

- The noise contours for 2018 have been published on the Gatwick noise website<sup>8</sup>. The 2019 noise contours have been commissioned from the CAA ERCD with an expected delivery date of early 2020.
- NaTMAG members were thanked for their support during the Future Airspace Strategy Implementation South (FASI-S) Workshops.
- A recent review of the Noise Insulation Scheme by the consultancy ERM is ongoing whereby current members of the scheme were contacted by letter to ask for feedback on the scheme. A freepost address was provided to encourage responses. The 20% response rate was considered good.
- NaTMAG members noted that GATCOM are keen to understand who is being consulted on and what areas of the scheme works well and what could be improved. ERM are reviewing the responses and a report will be produced which will be shared with GATCOM and NaTMAG.

### **CORRESPONDENCE RECEIVED VIA GATCOM**

- A number of issues were passed to the Airspace Office via GATCOM which were discussed as part of the Matters Arising agenda item.
- A departing Airbus A340-300, operating on behalf of Norwegian, was identified by a member of the public using WebTrak as generating 90dB at one of the fixed monitors. This was a wet-leased aircraft operated by Hi-Fly Malta, it did not breach the departure noise limits and this aircraft type is known to climb at a slower rate than other aircraft types.
- A member of the public requested a study of flight profiles following a low-level arrival operated by Air Europa over the town of Lingfield. The Airspace Office contacted the airline and the feedback received was that the flight was being operated by a trainee pilot. Examining the altitudes of aircraft arriving over the town of Lingfield is part of the Airspace Office's usual monitoring and is reported quarterly. Any further occurrences of Lingfield overflight will be flagged by the NTK system and therefore there is no need to undertake the requested study.

### **ANY OTHER BUSINESS**

- Matt Mills-Brookes announced that this would be his last attendance at NaTMAG as he will be leaving his position as Airspace Technical Lead for Gatwick Airport in October. Members thanked him for his support and contributions and wished him well for the future.
- Vicki Hughes also announced that this would be her final attendance at NaTMAG as she will be leaving her position as Community and Industry Noise Engagement Manager in October. Members thanked her for her support and contributions at both NaTMAG and the NMB and wished her well for the future.
- It was noted that there have been an increase in the number of standby runway operations in the last quarter, with 717 recorded in Q2 2019 compared with 179 in Q1 2019. There was concern about how this may affect the number of go-arounds. There was no discussion regarding further analysis into this.

### **KEY MESSAGES**

#### Key Message to GATCOM:

- An update on the Phase 2 developments, including a demonstration of the new noise website was presented to NaTMAG.

#### Key Message to FLOPSC:

- Go-arounds are increasing, however this is continued to be monitored closely by ANS and the Airspace Office with an agenda item at the November NaTMAG meeting.

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<sup>8</sup> <https://www.gatwickairport.com/business-community/aircraft-noise-airspace/noise-explained/how-noise-is-measured/>

**DATES OF NEXT MEETINGS**

FLOPSC – Wednesday 25<sup>th</sup> September 2019, 9:30 – 12:00 in Barcelona, 5<sup>th</sup> Floor Destinations Place.

GNMG – Wednesday 16<sup>th</sup> October, 9:30 – 12:00 in Barbados, 5<sup>th</sup> Floor Destinations Place.

NaTMAG - Thursday 7<sup>th</sup> November 2019, 10:00 – 13:00 in Geneva, 5<sup>th</sup> Floor Destinations Place.

**ANNEX A: ACTION SUMMARY**

Action No/Year	Action/Decision/Next Step	Raised	Responsible	Plan date	Actual date	Status	Comments: Updated August 2019
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	AO	Nov 2018		OPEN	This has been reopened to clarify the roles of the Community Engagement Team and the Public Affairs Team in dealing with correspondence from County, Borough & District Councils.
28/2018	FPT to follow-up with the web team to seek publish dates for online articles.	Aug 2018	FPT	Nov 2018		OPEN	This will form part of Phase 2 of the NTK implementation, due in the next few weeks. An update will be provided next meeting.
30/2018	FPT to follow-up on this request and engage with the drone team.	Aug 2018	FPT	Nov 2018	Aug 2019	CLOSED	A link to the CAA page on their definition of drones has been added as a footnote to these minutes.
01/2019	FPT to engage with Sustainability Team and the Chief Planning Officer to highlight the issues surrounding odour complaints and air quality.	Feb 2019	FPT	May 2019		OPEN	Ricardo have been commissioned to conduct an assessment on air quality which will allow for mapping and measurements of odour. A report will be produced once their study on aviation fuel odour is completed. The NTK system allows users to submit complaints regarding odour. Any odour complaints will receive literature in response to their complaint referencing the report from Ricardo. The reports will be shared with NaTMAG. A further update will be provided next meeting.
03/2019	FPT to discuss the availability of noise data in the new noise website and how it could be accessed.	Feb 2019	FPT	May 2019		OPEN	This will form part of Phase 2 of the NTK implementation, due in the next few weeks. An update will be provided next meeting
04/2019	FPT to advise Parish Councils in the vicinity of the planned noise monitor deployments on the NTK upgrade plans and rationale for deployment in their area.	Feb 2019	FPT	May 2019	Aug 2019	CLOSED	21 of the 23 proposed sites for noise monitors have now been deployed with the final two expected to be deployed by the end of August 2019.

Action No/Year	Action/Decision/Next Step	Raised	Responsible	Plan date	Actual date	Status	Comments: Updated August 2019
05/2019	Airspace Office to add key items selected for implementation during the current year to the beginning of the END NAP quarterly report. This is then to be uploaded to the website.	Aug 2019	AO	Nov 2019		OPEN	
06/2019	Airspace Office to circulate photographs of the noise monitors.	Aug 2019	AO	Nov 2019		CLOSED	Circulated with the minutes on 5 September 2019.
07/2019	Airspace Office to create a papers list and share with NaTMAG before the next meeting.	Aug 2019	AO	Nov 2019		OPEN	
08/2019	Airspace Office to contact the Airfield Operations Team to provide clarity between Operations Duty Team audits non-compliances and APU audit non-compliances.	Aug 2019	AO	Nov 2019		CLOSED	The Airfield Operations Team were contacted and they advised that the Operations Duty Team audits and the APU audits are separate but that some APU issues can be identified as part of the Operations Duty Team non-compliances. Both audits are subject to the same criteria as published in the Gatwick Airport Directive.
09/2019	Airspace Office to contact Virgin Atlantic to obtain further information regarding the departure noise infringement.	Aug 2019	AO	Nov 2019		CLOSED	Virgin Atlantic were contacted once again following the meeting but the airline advised that they had fully investigated the matter and no reason for the infringement could be identified.
10/2019	Airspace Office to provide an update on the review of the departure noise infringement fines at the November meeting.	Aug 2019	AO	Nov 2019		OPEN	
11/2019	NATS to present on their CDO airline engagement at the next meeting.	Aug 2019	NATS	Nov 2019		OPEN	
12/2019	Airspace Office to review FLOPSC dashboard to ensure outliers are detailed.	Aug 2019	AO	Nov 2019		OPEN	

13/2019	ANS to give an update on go-arounds at the next meeting. Also to be added as an agenda item.	Aug 2019	ANS	Nov 2019		OPEN	
14/2019	GAL representative to Sustainable Aviation to raise item on study of the effects of aircraft noise on human health at the next Sustainable Aviation Quieter Group.	Aug 2019	GAL	Nov 2019		OPEN	
15/2019	Airspace Office to liaise with NATS to monitor aircraft joining below 8NM to determine any trends or causal factors.	Aug 2019	AO/NATS	Nov 2019		OPEN	
16/2019	NMB to consider adding agenda item on the Master Plan to the joint airspace and NMB Public Meeting on 3 December 2019.	Aug 2019	NMB	Dec 2019		OPEN	