

THE NOISE & TRACK MONITORING ADVISORY GROUP (NaTMAG) Thursday 5th November 2020 (virtual meeting)

IN ATTENDANCE

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| Lee Howes (Chair) | Gatwick Airport Ltd - Airspace & Environmental Performance Manager |
| Kimberley Heather | Gatwick Airport Ltd – Airspace Office and Secretary to NaTMAG |
| Andy Sinclair | Gatwick Airport Ltd – Head of Noise and Airspace Strategy |
| Laura Boccadamo | Gatwick Airport Ltd - Noise Mgmt Initiative Engagement Manager |
| Daniel Kominak | Gatwick Airport Ltd – Airspace & Noise Programme Manager |
| Jannik Post | Gatwick Airport Ltd – Airspace Office |
| Brian Cox | Independent Technical Advisor to GATCOM |
| Mike George | GATCOM |
| Liz Kitchen | GATCOM |
| Matthew Balfour | GATCOM |
| Leon Hibbs | Reigate and Banstead Borough Council |
| Liz Lockwood | GATCOM |
| Alan Jones | GATCOM |
| Adam Dracott | Mid Sussex District Council |
| Caroline Salmon | GATCOM |
| Peter Barclay | GACC |
| Ian Greene | Department for Transport (DfT) |
| Gary Marshall | Department for Transport (DfT) |
| Jonathan Drew | Noise Management Board Executive Committee (NEX) Chair |
| Andrew Burke | NATS |
| Matthew Hadden | NATS |
| Vicki Hughes | Air Navigation Solutions (ANS) |

APOLOGIES

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| Robin Clarke | NATS |
| Henry Game | Air Navigation Solutions (ANS) |

MEETING SUMMARY

- A business update was provided regarding the current situation surrounding the COVID-19 pandemic. Eurocontrol have published a recent forecast based on three different potential scenarios for air traffic recovery depending on the likelihood and timing of a COVID-19 vaccine becoming available in the near future. Based on these scenarios the forecast for recovery of European air traffic to 2019 levels ranged between 2024 and 2029.
- Traffic numbers had been significantly lower in the previous quarter compared with the same period in the previous year; typically flight numbers during the day had reduced by 80% and during the night period by 90%. In order to show how traffic distribution had changed over recent months, a comparison of a typical summer day (24hr period) in 2019 and 2020 for arrivals and departure maps were presented. The maps illustrated that, on departure, due to lower numbers of conflicting traffic in the surrounding airspace - which would normally mean restricting the climb of Gatwick departures - departing aircraft were gaining altitude much earlier in the climb profile compared with 2019 for both easterly and westerly departures. On arrival, the swathe of aircraft arrivals (using August traffic for the example) was more diverse and the swathe of traffic on 'base leg' had shifted slightly closer to the airport compared with 2019 for both runway directions. For many, the quieter

airspace and changes in flight profile due to the COVID-19 pandemic has had a positive impact on noise levels around the airport but there were some areas where the distribution of traffic was different to the historic distribution albeit, particularly for departures, the aircraft were at a greater altitude.

- NaTMAG members had expressed their dissatisfaction with the current ground noise summary that is presented as a paper in advance of the meeting due to the lack of detail. Airside Compliance are unable to fulfil the request for more data due to a lack of resources. This will be revisited next year. There was also a concern that some aircraft were still running Auxiliary Power Units (APU) during turnarounds. It was confirmed that there are APU dispensations granted due to COVID-19 related reasons. This detail will be included in future ground noise reports.
- There has been a recent increase in the number of individuals submitting noise complaints from the towns of Horsham and Billingshurst. These areas may have experienced routine maintenance flights during the quieter lockdown period which may have caused an increase in complaints.
- There is a concern that the Property Information Booklet that was produced, as a result of a recommendation by the Independent Review of Arrivals, is not being utilised by local estate agents due to concerns that it may prevent sales of properties. The NMB have discussed the booklet and in particular some community members were keen to have the booklet removed from circulation as it negatively affects house prices in the local area. However, NaTMAG have requested that the NMB add the booklet to its website¹ so that potential homebuyers may continue to access, what NaTMAG members viewed as, useful information.
- Gatwick Airport have recently scheduled a number of Royal Mail flights to operate during the night period to assist with the delivery of mail for the Christmas period. This is a new occurrence for the Winter 2020/21 period and is not confirmed for future winter seasons. They have been scheduled to operate during the winter period due to the greater availability of night slots compared with the summer season.
- The diary annex for NaTMAG needs to be kept updated with details for NaTMAG meetings. The Chair of the NEX was welcomed to attend NaTMAG on a regular basis as the Chair of NaTMAG has been given a seat on the NMB Executive Board (NEX). It was felt this reciprocal arrangement would improve communications between the two groups and the sharing of relevant information.
- A paper had been circulated to NaTMAG members and the Airspace Office by GACC (Gatwick Area Conservation Campaign) regarding the actions listed in the mid-year report of the Environmental Noise Directive (END) Noise Action Plan (NAP) 2020. In response GAL had reviewed its mid-year END NAP report on the basis of that feedback. Further to the GACC paper and the review conducted by the Airspace Office a separate review had been undertaken, independent of GAL, and provided by the Independent Technical Advisor to GATCOM and circulated to members the day before the NaTMAG meeting. There was acknowledgement that the reporting format was configured around the requirements of NaTMAG and that, without access to all of the documentation or presentations to which NaTMAG members were privy, that the report in isolation was easy to misinterpret and was, in some cases, confusing. A further meeting, separate to NaTMAG but involving a small group of NaTMAG members, would be arranged in order to discuss in detail the outcomes of the recent reviews of the report. It was agreed that GAL's assessment of, and recommendations in relation to, the reporting methodology and format on the basis of feedback from GACC and Independent Technical Advisor to GATCOM would be fundamental to that discussion.
- There was a concern that the percentage of go-arounds recorded between January and September 2020 remains quite high (0.52% of all arrivals) despite the reduction in air traffic

¹ <https://www.gatwickairport.com/business-community/aircraft-noise-airspace/engagement/noise-management-board/>

movements due to the COVID-19 pandemic. NATS and ANS continue to monitor go-arounds regularly. An update will be provided at the next meeting for go-around activity during the winter season.

- NATS gave an update on the ILS joining point regarding aircraft which are joining the ILS inside 8NM. The graphs that are provided quarterly to NaTMAG had been mis-interpreted so these will be amended to bar graphs in future to more clearly show the distribution of traffic across the ILS extended centre-line. The Airspace Office will continue to monitor and report the ILS joining point distribution data, however, there appeared a general misconception that the 8NM minimum joining point was a Noise Abatement requirement (as set out by the Department for Transport) and was therefore within the responsibility of NaTMAG. This is not the case and is rather a safety feature relating to the stabilised approach of aircraft to the runway. This confusion had led to extensive discussions at a series of NaTMAG and other noise related meetings. With this in mind, whilst monitoring and reporting on the distribution of aircraft along the ILS will continue, items in relation to aircraft joining the ILS inside 8NM will be followed up at FLOPSC (as the competent safety body) with NATS.
- The NMB has recently held a number of bi-lateral meetings called 'surgeries' and recent meetings of the NMB Community Forum (NCF) and the NEX have taken place with attendance from Gatwick, industry members, local Councillors and community noise groups (CNG's). The annual joint NMB and Airspace Public Meeting is scheduled for 3 December 2020 which will take place via a webinar. An update on the Airline Noise Performance Table (formerly known as the Airline Noise League Table) was given with an example table presented to the group. It is still work in progress and forms part of the NMB workplan. The aim is to include the table in the Q4 2020 Airspace Office quarterly report which will be published in February 2021.
- An update was provided on Future Airspace Strategy Implementation - South (FASI-S) which has been paused due to COVID-19. Gatwick, along with the other FASI-S sponsors, is awaiting a response to a funding request from the Treasury to restart the program with the CAA and is expecting a decision by the end of November 2020. It is anticipated that if funding is agreed that FASI-S can be restarted at the beginning of 2021.
- An update was provided on the status of the 2012 airspace change for the Route 4 Post Implementation Review (PIR) which involves removing the Route 4 RNAV1 SIDs and truncating the conventional SIDs to ensure the safest and most effective air traffic route network connectivity. All data and modelling had been completed and submitted to the CAA for approval well ahead of the submission deadline on 27 November in order to achieve the 25 February 2021 implementation date. Gatwick is still awaiting confirmation of approval by the CAA.
- The DfT gave an update on the night noise consultation. The current regime is due to expire in October 2022. The new regime consultation is expected to be published at the end of November 2020. It will be a two-stage consultation process. The DfT will give all stakeholders and the public an opportunity to comment on the consultation.

MEMBERSHIP UPDATE

- Jonathan Friel is moving on to a new post within the DfT and therefore will no longer attend NaTMAG. The group passed on their thanks for all of his contributions to NaTMAG over the years and wish him well for the future. His replacement Gary Marshall attended the meeting in his place and was welcomed by the group.

GATWICK AIRPORT LTD BUSINESS UPDATE

- A document was recently published by Eurocontrol which forecasted three different scenarios for the future of aviation. The document outlines a six-month overview of future forecasting for aviation

across Europe. The trend in air traffic across Europe is down 65% compared with the same period in 2019.

- The three scenarios are based on the length of time it would take for European air traffic to recover if a COVID-19 vaccine became widely available. The first scenario estimates if a vaccine becomes available in summer 2021 then we would see traffic return to 2019 levels in 2024. The second scenario estimates if a vaccine becomes available in summer 2022 then traffic levels will recover in summer 2026 and if no vaccine is developed then traffic levels were forecast to return in summer 2029. It should be noted that these estimates do not account for variations in COVID-19 testing facilities, changes in policy, Brexit, and other UK-specific variables.
- As a comparison, Eurocontrol used the case study of air traffic recovery following the US terrorist attack on 11 September 2001, which affected 0.2 million flights and took 1.5 years to recover. The UK financial crisis of 2008 saw a loss of 0.6 million flights and took 8 years to recover. The COVID-19 pandemic so far has seen a loss of 6 million flights across European airspace. Gatwick recorded 186 and 166 flights on the last two days of October 2020, which typically is between 700 and 800 a day for the same period in previous years. The winter schedule for planned flights are far fewer than in previous years with only around 50-100 flights a day currently and with the national lockdown beginning on 5 November the number of aircraft movements is expected to decline even further. There may be an increase in flights in the run up to the Christmas period and there may yet be a small increase in demand for ski holidays. The number of daytime departures from Gatwick has declined by 80% compared to the previous year and the number of summer night movements decreased by 90% due to the effects of COVID-19 reducing demand for air travel.
- Route 3 and Route 4 altitude maps were presented as examples for comparison between a typical summer day (24 hours) in 2019 and a typical summer day in 2020. It illustrated that flights were gaining altitude much earlier along the Route 3 and Route 4 Noise Preferential Routes (NPR) compared with the previous year as airspace is now much quieter with fewer airspace conflicts with other airports. This has a positive impact on aircraft noise levels. Arrival track density maps were also presented comparing around 10 days of August 2019 and the same in 2020. The swathes were much wider in 2019 than 2020 and the swathe of traffic on 'base leg' had shifted closer to the airport compared with 2019. The direction of arriving traffic joining the ILS was also more varied due to the quieter airspace in 2020. A question was asked about how the variation in the arrivals traffic swathe would affect the rate of compliance with the noise abatement and track keeping requirements. It was confirmed that the track density maps are not used by the Airspace Office to monitor compliance of arrivals. Arrivals do not have set routes or altitude limits on approach to the airport. The controllers have a radar manoeuvring area (RMA) - which has been in place for many years - to the south of the extended centre-line east and west of the airport and are able to vector aircraft for safe separation and sequencing within that area. NATS performance under the conditions of the licence overseen by the CAA requires that they are assessed in relation to environmental efficiency. The NATS 3Di monitoring tool is used to measure efficient management of aircraft in the airspace. This tool has shown an increased level of efficiency in the airspace during the pandemic as a result of the more efficient aircraft routing that is available due to a decline in traffic levels. These changes will, for many local residents, have had some positive impact on reducing aircraft noise although the change in the distribution of traffic coupled with the extended period of relative tranquillity experienced over the period will mean that some are negatively impacted.

MINUTES OF THE PREVIOUS MEETING OF NaTMAG

- There were no amendments requested to the previous meeting minutes.

ACTION TRACKER

| Action | Comments |
|---|---|
| <p>01/2019 Airspace Office to engage with Sustainability Team and the Chief Planning Officer to highlight the issues surrounding odour complaints and air quality.</p> | <ul style="list-style-type: none"> ▪ Open – Ricardo AEA were commissioned by Gatwick to conduct an assessment of air quality to allow mapping and measurements of odour with a report due once the research is complete. The latest update from Ricardo AEA is that they have experienced a delay in the project due to the COVID-19 pandemic, however they have managed to set up a piece of apparatus at LGW3 to monitor the air quality in the vicinity under Runway 26L, close to the A23. Some reporting has taken place but Ricardo wish to redeploy the monitor elsewhere, potentially in Horley, for comparison in the next few months. It was mentioned that Zurich Airport has completed a similar study and produced a report written in German. A member of the Airspace Office is fluent in German so will be analysing the report for comparison. An update will be given at the next meeting. ▪ Action 11/2020 – Airspace Office to circulate the Zurich Airport air quality report to NaTMAG members. |
| <p>15/2019 Airspace Office to liaise with NATS to monitor aircraft joining inside 8NM to determine any trends or causal factors.</p> | <ul style="list-style-type: none"> ▪ Closed – NATS were present at the meeting and covered this action under Agenda item 6. |
| <p>01/2020 Airspace Office to share the 2019 END NAP Annual Report with NaTMAG for feedback.</p> | <ul style="list-style-type: none"> ▪ Closed – The report was circulated as part of the papers for the meeting. |
| <p>05/2020 NATS to investigate why core night CDO performance has decreased in recent months.</p> | <ul style="list-style-type: none"> ▪ Closed – NATS provided an explanation that there has been an increase in the use of the northern runway which affects CDO performance due to the shorter level of flight. In recent months, those airlines that typically are better performers of CDO have not had many scheduled flights meaning that airlines who have been operating and are not as familiar with CDO have brought the percentage of compliance down. ▪ It was noted that this interest in CDO should be a key message to FLOPSC to address poor performing airlines during the meeting to encourage better performance for the future. ▪ Nevertheless, in August and September the 24-hour CDO performance has improved to 93%, which is the best performance since February 2015. |
| <p>07/2020 Add 8-14NM joining point indicators to WebTrak as a new layer.</p> | <ul style="list-style-type: none"> ▪ Open - This is still in development. An update will be provided at the next meeting. |
| <p>08/2020 Circulate the 2019 ERCD noise contour report when it is available.</p> | <ul style="list-style-type: none"> ▪ Closed – Available in Box due to the size of the file. |
| <p>10/2020 ANS to produce glossary on go-around and runway occupancy reasons.</p> | <ul style="list-style-type: none"> ▪ Closed - The glossary produced by ANS was circulated on 4 November 2020. |

- It was noted that, in future, should the minutes refer to specific papers discussed at the meeting then these papers should be attached to the minutes as an appendix. This will be taken into consideration as long as the papers are relevant.

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.

- **GROUND NOISE SUMMARY**

- Members had expressed their dissatisfaction with the current ground noise summary that is prepared as a paper in advance of the meeting. The Airspace Office have approached Airside Compliance about the issue and unfortunately, due to the lack of resources within the Team and the recent job losses as a result of the voluntary staff redundancy scheme, this request to have a full ground noise report is not possible. However, this will be revisited next year.
- There was concern that some aircraft, such as the Boeing 787 Dreamliner, had been leaving their Auxiliary Power Units (APU) running during the turnaround period between flights in order to keep the HEPA (high-energy particulate air) filters running for the aircraft air conditioning. This is so filtered cabin air using the aircraft air-conditioning and HPAC (high performance activated carbon) filters can be operated. It was advised that during the FLOPSC meeting of 7 July 2020, there was a new Gatwick Airport Directive which included details of APU dispensations due to COVID-19. It was agreed that any future APU dispensations due to this reason are to be included in the ground noise summary.
- **Action 12/2020:** Airspace Office to request Airside Compliance include APU dispensations due to COVID-19 in future ground noise summaries.
- It was also confirmed that a number of the ground noise statistics are also included in the statutory Section 106 (S106) annual report which is fully audited and subjected to independent scrutiny. For example, the number of engine tests remain consistently below the S106 legal limits.

- **NOISE COMPLAINTS**

- There has been a recent increase in the number of individuals submitting noise complaints from the towns of Horsham and Billingshurst in the past few months.
- The Airspace Office confirmed that they received complaints from 16 complainants from Billingshurst for the quarter. Of those 16 individuals, 12 complainants submitted complaints over a four-day period from 18-21 September 2020. These were all new complainants. These 12 complainants reside in 9 households over 5 postcodes all within The Haven area of Billingshurst. All these complainants had submitted very consistent content explaining that The Haven was not flown over before the COVID-19 pandemic.
- For complainants in the Horsham area, the Airspace Office were contacted by 18 individual complainants for the quarter, however, there doesn't seem to be any trend in these complaints. All had varied postcodes, spread out over various dates in July, August and September. This was mix of frequent, occasional and new complainants, with no trend in the comments.
- It was noted also that there have been a number of routine maintenance flights being operated by some airlines during the quieter months of the pandemic as aircraft need to be flown occasionally for maintenance reasons. These flights are compliant with the noise abatement procedures as they depart using the Standard Instrument Departure (SID)

routes along the NPR and then once above the top altitude of the NPR are vectored back into an arrival pattern to land at Gatwick at a standard descent altitude. It is understood that the public may be confusing these flights for go-arounds. As England has been locked down for four weeks with effect from 5 November 2020, there may be an increase in these maintenance flights for the next few weeks.

- A screenshot of a flight track had been presented to the Airspace Office regarding what was believed to be an unusual flight. There were no details of date or time for the Airspace Office to easily track which flight this was so it took some time for the Airspace Office to track the flight only to find that it was a routine maintenance flight. The Airspace Office stressed that dates and times are vital to be able to look up certain flights and that they would only follow up if they have been checked with the online WebTrak² system and submitted via one of the five complaint channels.

- **GATWICK ARRIVALS REVIEW PROPERTY INFORMATION BOOKLET**

- There is a concern that the Property Information Booklet that was produced as a result of a recommendation by the Independent Review of Arrivals in 2017 is not being utilised by local estate agents as there is concern that it may prevent sales of property in the vicinity of the airport.
- The Airspace Office are well-equipped to answer queries regarding homebuyer's potentially purchasing property in the vicinity of Gatwick Airport. The Team can provide track maps showing typical days of aircraft activity during easterly and westerly operations but always encourage people to visit the area as much as they can to understand the type of aircraft activity that they may experience should they decide to move.
- There has been an appetite from some community members of the NMB to have the booklet removed from circulation if it is not being utilised and it is difficult to enforce its use among local estate agents. It is an advisory document only. It was suggested that it should be shared with property conveyancing lawyers to hand out to potential buyers as part of their surveys of properties.
- It was also noted that the document was endorsed by the National Association of Estate Agents in 2017. At the time, its Chief Executive fully supported the booklet. This will be a key message to the NMB that there needs to be a web link to the Property Information Booklet on the NMB website³ so that it is more accessible.

- **FREIGHT/CARGO FLIGHTS**

- Gatwick has recently scheduled a number of Royal Mail flights to operate during the night period to assist with the delivery of mail for the Christmas period. This is a new occurrence for the Winter 2020/21 period and is not yet confirmed for future winter seasons. They have been scheduled to operate during the winter period due to the greater availability of night slots compared to the summer season.

- **TERMS OF REFERENCE**

- Members agreed that the agenda item 'Matters arising from pre-meeting notes' should be changed to 'Matters arising' in future as mislead the public that there are meetings taking place which are not public knowledge.

² <https://webtrak.emsbk.com/lgw2>

³ <https://www.gatwickairport.com/business-community/aircraft-noise-airspace/engagement/noise-management-board/>

- **Action 13/2020:** Airspace Office to change agenda item to 'Matters arising' only.
- A query was raised regarding the invitation extended to the Chair of the NMB Executive Board (NEX) to attend NaTMAG on a regular basis. The Chair of NaTMAG has been given a seat on the NEX in order to facilitate communication and transparency of the activity conducted by the two groups. The Chair of the NEX has been invited to the NaTMAG as part of a reciprocal arrangement. NaTMAG members welcomed the decision.
- The diary annex for NaTMAG is not being kept up to date with standing items for discussion at meetings and also details of who is permitted to attend the meeting. It was agreed to update the diary annex on the Terms of Reference and recirculate.
- **Action 14/2020:** Airspace Office to update the diary annex on the Terms of Reference and recirculate.

- **END NOISE ACTION PLAN UPDATE**
 - A paper was circulated to NaTMAG members and to members of the Airspace Office from GACC (Gatwick Area Conservation Campaign) regarding the actions listed in the mid-year report of the END Noise Action Plan 2020. This mid-year report was produced to give a six-month update of the END NAP actions as there was no NaTMAG meeting in May 2020 due to the COVID-19 pandemic. The paper detailed GACC's response to each of the actions RAG (red, amber, green) ratings and whether they believed that actions that had been recorded as on-track were justified.
 - The 2019 annual END NAP report update was delayed due to the Airspace Office awaiting the outcome of the annual 2019 ERCD (Environmental Research Consultancy Department) noise contours which had been delayed due to the COVID-19 pandemic. The 2020 annual ERCD noise exposure contours have been commissioned from ERCD by Gatwick with the expectation they will be available by the end of Q1 2021.
 - In response to the GACC paper GAL had reviewed its mid-year END NAP report on the basis of that feedback. Further to the GACC paper and the review conducted by the Airspace Office a separate review had been undertaken, independent of GAL, and provided by the Independent Technical Advisor to GATCOM and circulated to members the day before the NaTMAG meeting.
 - There was acknowledgement that the reporting format was configured around the requirements of NaTMAG and that without access to all of the documentation or presentations to which NaTMAG members were privy, that the report in isolation was easy to misinterpret and was, in some cases, confusing. A further meeting, separate to NaTMAG, needs to take place with the Lead and Deputy Lead members for noise, the Environmental Health Officers and the Independent Technical Advisor to GATCOM in order to discuss in detail the outcomes of the recent reviews of the report. This will also be a key message to GATCOM.
 - The END NAP report had been split into four sections with a focus on actions which had been selected for implementation for the current year. The other sections separated actions that were cyclical in nature and those that would be completed in future years with additional appendices for notes and data on specific actions. Although the format was created in a way NaTMAG had felt appropriate and to allow a reporting focus on actions and projects that were active within the reporting period it was clear there was confusion driven by the report's layout. This style of reporting was designed for 'normal' operations and given the circumstances surrounding the COVID-19 pandemic, the report may not be relevant and this will need to be discussed at a later date.

- There was further discussion that the RAG status for determining which actions are on-track and which need greater attention was lacked clarity. Some actions that are recorded as amber are neither on-track nor off-track and it isn't clear if Gatwick are working on them. Actions that are considered to be green are not always altered to amber if they are do not remain on track and this could be misleading (e.g. track keeping and CDO performance which were performance criteria rather than projects against which progress was tracked). The Chair confirmed that the same RAG status is used for the Section 106 annual reporting. It was proposed that the annual END NAP report can be a full list of all the actions and the quarterly report should focus only on those selected for implementation for the year. Any actions allocated to previous years where RAG status has changed, should also be included in quarterly reports. Members were in agreement that as the END NAP report is a working document, actions should not be 'set in stone'.
- It was agreed that GAL's assessment of, and recommendations in relation to, the reporting methodology and format on the basis of feedback from GACC and Independent Technical Advisor to GATCOM would be fundamental to the (to be arranged) END NAP Review meeting. Although there was a view by some members that in the reviews by the various groups there was too much focus on the semantics of the report, rather than the substantial, broadly members were pleased by the positive approach to the subject and the discussion and content with the way forward proposed.
- A question was asked regarding the status of the END NAP reporting after the UK leaves the European Union (EU) due to Brexit, as the report is an EU directive. It was confirmed that, as Brexit has already begun, the reporting will be transposed by DEFRA (Department of Environment Food and Rural Affairs) into British law. DEFRA are currently setting up guidance for next year's noise mapping. It was questioned why DEFRA has control over the END NAP rather than the DfT. DEFRA historically have taken ownership of reviewing airports END NAP's as they also work on roads and rail but it should be noted that the DfT have input into the review as well.
- **GO-AROUNDS**
 - It was noted in the pre-meeting notes from members that the percentage of go-arounds recorded between January and September 2020 remains quite high (0.52% of all arrivals) despite the reduction in air traffic movements due to the COVID-19 pandemic.
 - NATS explained that they had been working with the Airspace Office to determine the causal factors with go-arounds. One of the reasons identified could be an increase in the instability of approach due to the cabin not being secure for landing. In most cases, cabin insecurity involves a passenger removing their seatbelt during the final approach. Despite the reduction in movements, it was also suggested that the morning rush of flights during the 'first wave' could be causing 'bunching' of aircraft and therefore aircraft are required to go-around for safety reasons.
 - ANS provided a glossary of the reasons for go-arounds as part of the papers for NaTMAG. They agreed to continue to monitor go-around activity during the winter months and provide an update at the next meeting. It was suggested that this also be a key message to FLOPSC.
 - **Action 15/2020:** ANS to provide an update on go-around activity at the February 2021 meeting.

NATS UPDATE

- NATS gave an update on the ILS joining point issue regarding aircraft which are joining the ILS inside 8NM. NATS believe that previous NaTMAG minutes of February 2020 regarding the discrepancy between Gatwick and NATS' ILS joining point data was incorrectly minuted. Gatwick proposed and NATS supported that it would be better to show the ILS joining point data in a bar graph rather than as a line graph as it will reduce confusion around how to read the data. Also, the data needs to be assessed to understand if it is being measured correctly from the runway touchdown point rather than the runway threshold which would affect accuracy of the data. Gatwick explained that distance measurements took place after the NaTMAG paper was issued and it was discovered that the runway threshold was being used. The Gatwick Aeronautical Information Publication (AIP)² states that the 10NM joining point should be measured from the touchdown point. This means there is around a 400-metre difference in measurement. The data was revised for Runway 26L and this reduced the number of flights joining inside 8NM by approx. 50% on selected days. Full review of the measurement method will be finalised by GAL and the revised method will be used for the Q4 report.
- A screenshot of the latest Runway 26 data was presented as there was confusion from some NaTMAG members that the percentage of arrivals joining inside 8NM was being interpreted at 3% when in fact it was displaying around 2% for the quarter. For future NaTMAG papers, these line graphs will be replaced by bar graphs.
- The Airspace Office monitor all joining point data, however, there appeared a general misconception that the 8NM minimum joining point was a Noise Abatement requirement (as set out by the Department for Transport) and was therefore within the responsibility of NaTMAG. This is not the case and the 8NM minimum joining point is rather a safety feature relating to the stabilised approach of aircraft to the runway. This confusion had led to extensive discussions at a series of NaTMAG and other noise related meetings. The subject of aircraft joining inside 8NM is not a noise abatement procedure detailed in the AIP⁴ and should be considered a safety issue for NATS to address. The reason the Airspace Office monitor this data is due to the arrivals swathe distribution monitoring that was an action from the Independent Review of Arrivals (also known as the Arrivals Review) in 2016. The aim was to use the distribution of the traffic on the ILS extended centre-line as a proxy measure to monitor the distribution of base leg traffic given local stakeholders could not agree on a suitable location for gates to be established to monitor the arrivals swathe. Thus, as a proxy, the extended centre-line of the ILS is used to capture arrivals for reporting to NaTMAG. The meeting was reminded that the distribution of arrivals traffic was still recorded and regularly submitted to NATS to ensure appropriately informed feedback to air traffic control staff. This practice would continue.
- As the subject of aircraft joining inside 8NM was not a noise abatement procedure, it has been proposed that this item is removed from the discussion at NaTMAG and instead handed to FLOPSC for discussion (the competent body for safety related issues). It will be a key message to FLOPSC to take over this monitoring.
- A concern was raised that residents who are affected by aircraft joining inside 8NM could no longer register any disturbance experienced as a result of overflight if NaTMAG were no longer going to monitor the issue. It was explained that this was not the case and that concerns about noise could of course continue to be raised but that it should be made clear, in terms of noise compliance, the noise abatement procedures during the day required aircraft 'using the ILS [to] not descend below 2000ft (Gatwick QNH) before intercepting the glidepath...'. NaTMAG members were concerned that residents experiencing overflight earlier in the approach at their location were mostly complaining about the noise level and that an aircraft is off-track. Therefore, as NaTMAG is a noise and track keeping monitoring group, this issue becomes noise and track keeping focussed. A

⁴ <https://www.aurora.nats.co.uk/htmlAIP/Publications/2020-11-05-AIRAC/html/index-en-GB.html>

follow-on question was raised about the comparison on compliance on arrivals between 2019 and 2020. It was explained that further out on approach arriving aircraft are free to be vectored within the Radar Manoeuvring Area (RMA), that there were no noise abatement restrictions in that regard, and therefore aircraft cannot be deemed off-track, however, the airport and NATS sought to improve noise performance on arrival through Continuous Descent Operations (CDO). Although different from the way departures tracks are monitored this is not new, has been explained on numerous occasions and has always been the case. NATS added that some aircraft joins are very close to the boundary at 8NM and that they are still considered as inside 8NM. NATS also added that in some circumstances aircraft can legitimately join at less than 8NM, e.g. due to weather avoidance, and therefore it is always expected that some aircraft will fall into <8NM category.

- It was stressed by the Airspace Office that if residents wished to complain about specific incidents relating to arrivals joining the ILS that using the WebTrak system, which provided full details of dates and times of aircraft overflights, was essential to monitoring the issue going forward.

NOISE MANAGEMENT BOARD (NMB) UPDATE

- The NMB has recently held a number of bi-lateral meetings called ‘surgeries’ between the Chairs of the NMB Executive Board (NEX) and NMB Community Forum (NCF) and members of community noise groups (CNG’s) and industry.
- The second meeting of the NCF took place via teleconference on 23 September 2020 which included eight CNG representatives and four Local Council representatives. The meeting included an update on the impact on the aviation industry from the COVID-19 pandemic. The NMB workplan was initially proposed at the beginning of 2020 but is being reviewed in light of the change in circumstances due to the pandemic. The first meeting of the NEX took place on 21 October 2020 which was originally scheduled for March 2020. The NCF prepared a list of priority items for discussion at the meeting at the request of the NEX Chair; this will be fed into the workplan. The minutes of the meeting will be uploaded to the NMB website⁵ once available. All NEX papers will also be made available to NCF members for transparency across each of the Boards. The timetable for 2021 meetings is still being drafted.
- The annual joint NMB and Airspace Public Meeting is scheduled for 3 December 2020 and will take place via a webinar. An invitation has been issued to all NaTMAG members and any member of the public is welcome to attend. The link to the registration page can be found here: <http://gatwk.uk/airspaceandnmbpublicmeeting>
- An update was provided on the status of the ‘Airline Noise League Table’ which has been renamed more aptly the ‘Airline Noise Performance Table’. An example of the table was presented to the group. The aim of the table is to incentivise airlines to adopt quieter aircraft types and to drive continuous improvement with the assistance of the Gatwick Airspace Office who will be attending meetings with airlines to continue their airline engagement program. The table contains three metrics; Continuous Descent Approaches (CDA) (arrival metric), track keeping (departure metric) and quota count per seat (QC/seat) (strategic metric). The QC per seat metric uses a QC system rating for an aircraft noise level for take-off and landing which is based on the weight and engine type of an aircraft. The table does not include cargo flights or departures utilising the 26LAM/Route 4 NPR due to known track keeping issues with the Route. Both CDA and track keeping have RAG ratings to inform airlines whether they are performing as expected. To be included in the table, an airline must have a minimum of 10 flights per week.
- The example table provided is still a work in progress and forms part of the NMB draft workplan, therefore there will be further engagement with stakeholders on a regular basis to ensure that the table is effective in assisting airlines to improve their performance. It was suggested that the RAG ratings could be reviewed annually to keep them relevant. It is important to note that the example provided in the meeting is for illustrative purposes only and will not be shared in its current format.

⁵ <https://www.gatwickairport.com/business-community/aircraft-noise-airspace/engagement/noise-management-board/>

The aim is to include the table in the Q4 2020 Airspace Office quarterly report which will be published in February 2021.

- A query was raised on the current RAG ratings for CDA and track keeping. For CDA, green ratings are given for performance >85%, red for <70% and amber is between 70% and 85%. For track keeping, green is for >95%, red for <90% and amber between 90% and 95%.
- At the last NEX meeting of 21 October 2020, it was mentioned that the Low Noise Arrival Metric (LNAM) could be added to the table as an additional metric. The CAA is currently working on the LNAM report and so far has not confirmed timescales for completing the work although some recent progress had been made. However, the NMB will look to adopt further metrics into the table when they have been validated.

AIRSPACE UPDATE

- The Gatwick Head of Noise and Airspace Strategy gave an update on the current developments of Future Airspace Strategy Implementation South (FASI-S) which has been paused due to COVID-19. Gatwick, along with the other FASI-S sponsors, is awaiting a response to a funding request from the Treasury to restart the program with the CAA and is expecting a decision by the end of November 2020. It is anticipated that FASI-S can be restarted at the beginning of 2021. The CAA recently published some guidance on how to restart airspace changes that have been paused for a period of time. It is expected that the process would be re-started at the beginning of Stage Two of the airspace change.
- An update was provided on the status of the 2012 airspace change for the Route 4 Post Implementation Review (PIR) which involves removing the Route 4 RNAV1 SIDs and truncating the conventional SIDs to ensure the safest and most effective air traffic route network connectivity. All data and modelling has been completed and submitted to the CAA for approval well ahead of ahead of the deadline of 27 November 2020 in order to achieve the 25 February 2021 implementation date. ANS have also been working on the PIR for Route 4 by implementing procedure changes for positioning flights to other London airports. Gatwick is still awaiting confirmation of approval by the CAA.

DFT UPDATE

- The DfT gave an update on the night noise consultation as the current regime is due to expire in October 2022. The new regime consultation is expected to be published at the end of November 2020. It will be a two-stage consultation process. Stage One will begin at the end of November 2020 which will include a formal proposal to carry over the existing restrictions for an additional two years until 2024. It is only being extended for two years because there is likely to be variations in air traffic movements as the aviation industry recovers from the COVID-19 pandemic. This will also include a proposed ban on aircraft with a quota count (QC) of four and above from operating during the night quota period (23:30 to 06:00) from October 2022. Stage Two will involve a three month consultation period planned for summer 2022 on the regime following the proposed extension. The consultation timeline will be published online and this will be shared widely when this service is available.
- It was noted that communities surrounding the airport have been campaigning for a complete ban on night flights. The DfT will give all stakeholders and the public an opportunity to comment on the consultation. Some NaTMAG members expressed their desire to challenge the DfT on the new proposed regime when the consultation begins.
- NaTMAG agreed that the update on the DfT night flight consultation should be a key message to GATCOM.

POST MEETING NOTE:

- At the August 2020 NaTMAG meeting, member's views were sought on the ongoing requirement for, and benefits of, the automated telephone complaint line that had been introduced as part of the Airspace Office improvement programme. The significant financial impacts of COVID-19 are driving the need to use existing resources in the most efficient way and so the group's view was sought whether it is a necessity to maintain such a facility given its cost and the paucity of use. NATMAG members felt that it is necessary to keep the phone line available, as its removal would disadvantage people with some disabilities or those who did not have internet access. The phone line was used more often in August 2020 (13 complaints in total), but then again it was rarely used in the following months. Nevertheless, Gatwick has listened to feedback it received at the August 2020 meeting and has decided to keep the facility available, despite relatively high operating costs, for the benefit of those that cannot submit complaints through other means.

KEY MESSAGES

Key Messages to GATCOM:

- NaTMAG were provided with an update on the DfT night noise consultation which will begin at the end of November 2020. In summer 2021, stakeholders will be given the opportunity to comment on the consultation once the proposal has been published.
- A further meeting, separate to NaTMAG, will take place with the Lead and Deputy Lead members for noise, the Environmental Health Officers and the Independent Technical Advisor to GATCOM in order to discuss in detail the outcomes of the recent reviews of the report.

Key Messages to FLOPSC:

- There is growing interest in CDO at NaTMAG. FLOPSC should be used as a forum for addressing poor performing airlines during the meeting to encourage better performance for the future.
- Go-arounds are a continued interest of NaTMAG as there still appears to be a high percentage (0.52% of all arrivals from Jan-Sept 2020) despite a reduction in air traffic movements due to the COVID-19 pandemic. ANS will continue to monitor go-around activity.
- There is growing concern regarding the number of aircraft joining inside 8NM on arrival to the airfield. NaTMAG have passed the monitoring onto FLOPSC as the appropriately qualified forum for discussing this safety issue.

Key Messages to NMB:

- A web link to the Property Information Booklet should to be added to the NMB website⁶ so that the public may have better access to it as it appears it is not being issued to potential homebuyers through estate agents.

DATES OF NEXT MEETINGS

FLOPSC – Wednesday 25 November 2020 13:00 to 14:30 via teleconference.

GNMG – TBC

NaTMAG – Thursday 4 February 2021 10:00 to 13:00, via teleconference.

⁶ <https://www.gatwickairport.com/business-community/aircraft-noise-airspace/engagement/noise-management-board/>

ANNEX A: ACTION SUMMARY

| Action No/Year | Action/Decision/Next Step | Raised | Responsible | Plan date | Actual date | Status | Comments: Updated January 2021 |
|----------------|---|----------|-------------|-----------|-------------|--------|--|
| 01/2019 | Airspace Office to engage with Sustainability Team and the Chief Planning Officer to highlight the issues surrounding odour complaints and air quality. | Feb 2019 | AO | May 2019 | | OPEN | Ricardo AEA were commissioned by Gatwick to conduct an assessment of air quality to allow mapping and measurements of odour with a report due once the research is complete. The latest update from Ricardo AEA is that they have experienced a delay in the project due to the COVID-19 pandemic, however they have managed to set up a piece of apparatus at LGW3 to monitor the air quality in the vicinity under Runway 26L, close to the A23. Some reporting has taken place but Ricardo want to redeploy the monitor elsewhere, potentially in Horley, for comparison in the next few months. It was mentioned that Zurich Airport has completed a similar study and produced a report in German. One of the members of the Airspace Office is fluent in German so will be analysing the report for comparison. An update will be given at the next meeting. |
| 07/2020 | Add 8-14NM joining point indicators to WebTrak as a new layer. | Aug 2020 | AO | Nov 2020 | | OPEN | An update will be provided next meeting. |
| 11/2020 | Airspace Office to circulate the Zurich Airport air quality report to NaTMAG members. | Nov 2020 | AO | Feb 2021 | Nov 2020 | CLOSED | The reports were circulated on 6 November 2020. |
| 12/2020 | Airspace Office to request Airside Compliance include APU dispensations due to COVID-19 in future ground noise summaries. | Nov 2020 | AO | Feb 2021 | | OPEN | |
| 13/2020 | Airspace Office to change agenda item to 'Matters arising' only. | Nov 2020 | AO | Feb 2021 | Feb 2021 | CLOSED | Changed in February 2021 NaTMAG agenda. |

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|---------|---|----------|----|----------|--|------|--|
| 14/2020 | Airspace Office to update the diary annexe on the Terms of Reference and recirculate. | Nov 2020 | AO | Feb 2021 | | OPEN | |
| 15/2020 | ANS to provide an update on go-around activity at the February 2021 meeting. | Nov 2020 | AO | Feb 2021 | | OPEN | |

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