

**THE NOISE & TRACK MONITORING ADVISORY GROUP (NaTMAG) Thursday 5th August 2021
(virtual meeting)**

(DRAFT MINUTES v1.2 – to be ratified at NaTMAG meeting in November 2021)

IN ATTENDANCE

Lee Howes (Chair)	Airspace and Environmental Performance Manager
Kimberley Heather	Gatwick Airport Ltd – Airspace Office and Secretary to NaTMAG
Laura Boccadamo	Gatwick Airport Ltd – Noise Mgmt. Initiative Engagement Manager
Goran Jovanovic	Gatwick Airport Ltd – Airspace Change Manager
Tara Whittaker	Gatwick Airport Ltd – Airspace Office
Mike George	GATCOM
Liz Kitchen	GATCOM
Leon Hibbs	Reigate and Banstead Borough Council
David Monk	Independent Technical Advisor to GATCOM
Liz Lockwood	GATCOM
Alan Jones	GATCOM
Malcolm Fillmore	GATCOM
Margot McArthur	GATCOM
Richard Streatfeild	GACC
Ian Greene	Department for Transport (DfT)
Gary Marshall	Department for Transport (DfT)
Robin Clarke	NATS
Warren Morgan	Noise Management Board Community Forum (NCF) Chair

APOLOGIES

Andy Sinclair	Gatwick Airport Ltd – Head of Noise and Airspace Strategy
Vicki Hughes	Air Navigation Solutions (ANS)
Henry Game	Air Navigation Solutions (ANS)
Adam Dracott	Mid Sussex District Council
Jonathan Drew	Noise Management Board Executive Committee (NEX) Chair
Matt Hadden	NATS
Andrew Burke	NATS

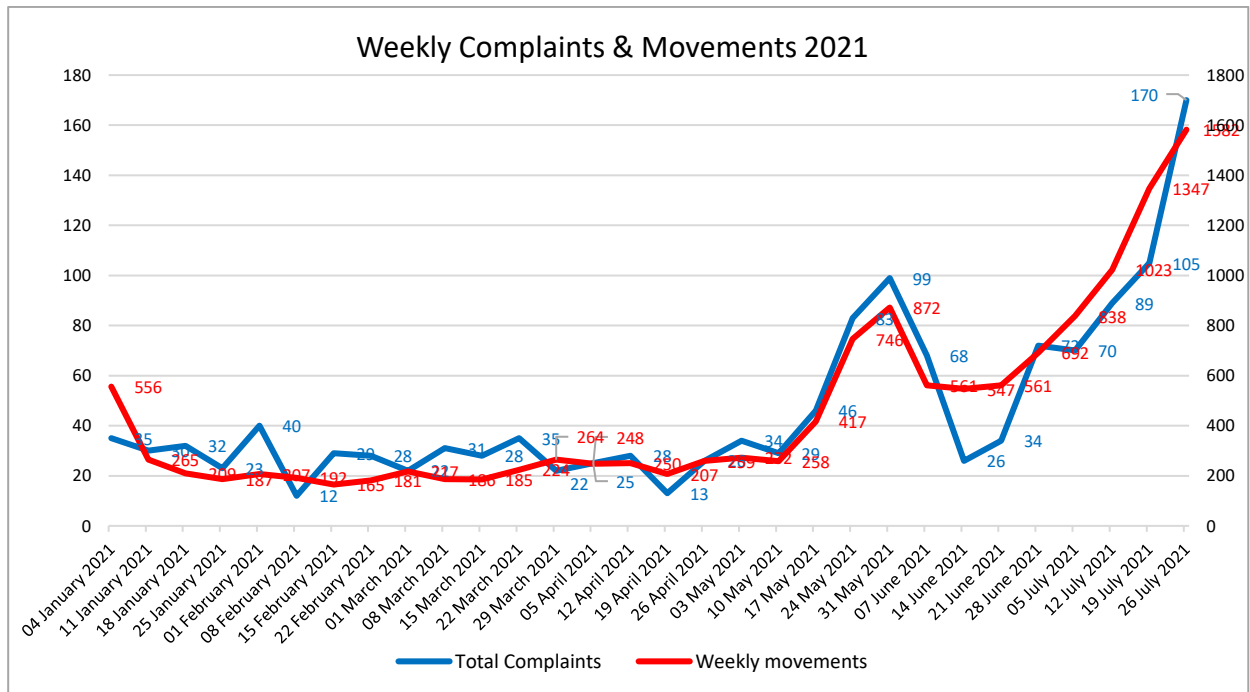
MEMBERSHIP UPDATE

- Three new members were welcomed to the meeting with introductions of all members present.
- The Chair has written to Matthew Balfour, who stood down before the May meeting, to thank him for his contributions to previous meetings.

GATWICK AIRPORT LTD BUSINESS UPDATE

- The airport has seen a steady increase in traffic in the past few weeks since the lifting of COVID-19 restrictions on 19 July 2021. The weekend prior to NaTMAG saw Gatwick operating around 250-300 movements a day, however it is well below the daily traffic figures experienced for an August weekend in 2019 which operated around 900-950 movements a day. The Government influenced alleviation scheme on slot use means that slots at Gatwick can be made available for a 12-month period, however despite the fact that there are many airlines queuing to operate at Gatwick, there is not enough incentive to begin operations with such a short period of time to operate. The winter 2021/22 period is expected to be fairly quiet in terms of passengers and movements. The South Terminal is to remain closed until summer 2022 when it is expected that demand will begin to return to more 'normal' levels.

- The number of noise complaints appears to be rising with the increase in movements. This is typical of the summer period as more people spend time outdoors and have their windows open with the warmer weather. A graph was presented which illustrated the number of movements compared to the total number of complaints weekly since the beginning of January. This is shown below.



- Observations include the spike in the first week of February, which there are no known reasons for, however the quieter airspace meant that flights were given more direct routings by NATS which may have overflowed newer areas. There was also a large decrease in complaints in the week of the 14 June, which was unexpected, however the decrease in flights compared with the previous week may have had an impact. NaTMAG were interested to see how the number of individual complainants would look on the graph as an additional value as well as identifying how many complaints have been submitted by residents who have recently moved into the area. The Airspace Office have plans to introduce improved internal complaints categorisation within the noise and track-keeping (NTK) system so that complaints are easier to identify if they are not related to Gatwick traffic, amongst other reasons.
- A large increase in the number of light aircraft has also been observed in recent months due to the quieter airspace as well as the number of helicopters, which are often operated by the emergency services at Redhill Aerodrome. There have also been a number of aircraft, particularly business jets, which have been repositioning to other airfields which have caused increased local disturbance. Maintenance flights and repositioning flights to other London airports have also been observed at Gatwick during the lockdown periods.

MINUTES OF THE PREVIOUS MEETING OF NaTMAG

- There were no comments or corrections to the minutes of the previous meeting.

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"> ▪ Closed – 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. They are looking to install an air quality monitor close to the Gatwick fuelling station to begin testing in the area. The Airspace Office have assisted with locating a site for the PID monitor at the GASHCo facility on the airfield and will be in place by the end of August. The monitor will be in place for a period for calibration to get used to the jet kerosene before it will be redeployed in a more suitable location. NaTMAG will be kept updated with progress on this but for now, this action will be closed, and another similar action opened to monitor progress. This will be a key message to GATCOM. ▪ Action 13/2021: Once the PID monitor has been installed by Ricardo AEA and has been calibrated, the Airspace Office will liaise with NaTMAG regarding a new location for monitor.

END NOISE ACTION PLAN UPDATES

- The Environmental Noise Directive (END) Noise Action Plan (NAP) mid-term report is nearing completion and will be issued to members in the coming weeks. The mid-term END NAP Extraordinary NaTMAG meeting will take place on 16 September 2021. This will give attendees an opportunity to read and digest the material. This will be a Key Message to GATCOM and the NMB. The report is in a similar format to the 2020 progress report and includes links to online data/information sources.
- Action 32 on providing an update on Phase 3 developments of the NTK system was delivered in the form of an upgrade on the airspace and noise performance dashboard (also known as Insightfull¹). It tailors a user's information by offering an opportunity to add a postcode upon accessing the site or by dropping a pin on a location or alternatively general information is also available. A useful feature of the upgrade allows users to compare overflight of a location to pre-COVID-19 traffic levels to see what has changed. Insightfull is also designed as a useful information portal for residents who are new to the area and wish to understand air traffic disturbance in their vicinity. NaTMAG members have been asked to provide feedback to the Airspace Office on Insightfull so an email address will be provided to submit comments. Any comments will be passed on to Envirosuite. This will be a key message to GATCOM and the NMB.
- **Action 14/2021:** Airspace Office to provide email address to NaTMAG members to submit feedback on upgraded Insightfull website.
- Action 52 regarding LAMP (the London Airspace Modernisation Programme), which has since been renamed Future Airspace Strategy Implementation – South (FASI-S), was discussed. NaTMAG members were invited to a FASI-S workshop on 24 June 2021 facilitated by Trax International to learn more about the restart of the programme following its pause due to the COVID-19 pandemic. The minutes of this meeting, including the Q&A, are being finalised and will be published shortly.
- Three sets of stakeholder engagement are anticipated. The stage of engagement is focussed on the methodology for options development and design principle evaluation. This will include stakeholder groups previously involved such as communities, airlines, and industry members and

¹ <https://aircraftnoise.gatwickairport.com/>

is scheduled to take place at the end of August/early September. The second set of engagement will be to discuss the outcome of the initial options development and design principles evaluation. The third engagement stage will be to discuss the detailed options prior to the full consultation. This includes engaging with adjacent ACP sponsors. The risk to this is that some airports may be at different stages in their own ACP's; levels of engagement have been high so far. This information will be shared at the next GATCOM meeting.

- The update to Action 52 largely covers Action 53 as the engagement process will involve local communities in the process as CAP1616 requires engagement with a wide range of groups, particularly those who have been involved since the initial stage of engagement. It would be useful for the newer members of NaTMAG to have access to background material on FASI-S so this will be an action.
- **Action 15/2021:** Airspace Office to share background materials on FASI-S with the newer members of NaTMAG.
- A key message will be given to GATCOM on the usefulness of the update on FASI-S progress.

GROUND NOISE REPORT

- The ground noise report now includes an additional column for dispensations given for APU in the event of an APU being run to support the HEPA filter during the COVID-19 pandemic. No APU dispensations have been applied during 2021.
- Above flight idle times are notably high during quarter two, this can be attributed to increased levels of testing and maintenance to prepare aircraft for flying.
- The South Terminal FEGP availability has remained at 100% during 2021 as the South Terminal has been closed during this period.
- Aircraft turnaround audits have resumed in June 2021 as Gatwick staff have begun to return to the office.
- It would be useful to include the Ground Noise Summary table in the Airspace Office quarterly report as a reference guide. As this data is already in the report in a graphical format, it was agreed to add the tables to the report as an additional annex.
- **Action 16/2021:** Add the Ground Noise Summary tables as an annex to the Airspace Office Q2 2021 report.

AIRSPACE OFFICE QUARTERLY REPORT & KEY PERFORMANCE INDICATORS

- The Airspace Office received a number of requests for amendments to the quarterly report prior to the meeting. One request was to add 2019 data to various graphs and tables for comparison to pre-COVID-19 levels. The Airspace Office has recently lost two members of the team leaving one Analyst to do the work on the report, so this is not possible at the present time. Post-meeting note: The 15-year KPI table that is shown in the annex of the END Noise Action Plan will be added as an additional annex to the Airspace Office quarterly report so comparisons with previous years can be made.
- **Action 17/2021:** Airspace Office to add 15-year KPI table as an annex to the Q2 2021 Airspace Office quarterly report.
- A section has been added to the executive summary on the Airspace Office's airline engagement programme which is ongoing with the most recent meeting with Air Arabia Maroc in July. The meeting was useful to discuss improving CDO performance and the pilot mentioned that despite having a larger base at Brussels Airport, Gatwick Airport are the only airport who provides them with details of CDO performance. The airline engagement programme will continue with other airlines and 6-8 monthly reviews will be scheduled with airlines to check-in.
- Some of the largest airlines at Gatwick also have access to an online portal where they can track their noise abatement procedure performance, known as PerformTrak. FLOPSC also plays a major role in engaging with airlines, particularly on safety issues. The Airspace Office maintains a good working relationship with the Airline Relations Team to ensure that they introduce themselves to new airlines and how they can work together on noise abatement. A CDO Workshop is the next

project for the Airspace Office, planned for Spring 2022, to invite multiple airlines to discuss CDO best practice, particularly as some airlines will have had breaks from operating at Gatwick so it would be useful to have a group discussion to realign pilots' methods on noise abatement.

- Complaints from westerly arrivals travelling from the north of the airfield have been increasing in the Reigate area. It was confirmed that the majority of complaints from these areas are not due to arrivals but are relating to Route 3 and Route 4 departures. Complaints seem to have increased due to the improved traffic levels in recent months. The discussion returned to the ability for Gatwick to find out if a complainant is new to the area. It was suggested that Gatwick select a sample of complainants and survey them when they submit a complaint to ask if they are a new resident. There is concern around GDPR issues so this is something that the Airspace Office will look into. This will be a key message to GATCOM.
- There is an anomaly in the report on page 14 which refers to April experiencing a higher proportion of westerly operations which was incorrect. This will be changed. Other wording changes to the narrative suggested in the pre-meet notes will also be amended.
- **Action 18/2021:** Airspace Office to amend some of the wording of the narrative in the Q2 2021 Airspace Office quarterly report.

DFT UPDATE ON NIGHT NOISE CONSULTATION

- Key outcomes of the 19 July decision document on night flight restrictions were shared with the group. The DfT concluded that the existing regime will be rolled over for a further three years in October 2022 to October 2025. This will include a ban on all QC4 category aircraft from October 2022. Part one of the consultation is continuing to develop its evidence base, engaging with stakeholders, and considering research from airlines. This is the stage where costs and benefits are being reviewed. Part two of the consultation responses are being considered for a post-2025 regime, however feedback is still being requested on longer term night flying policy until 3 September. This policy has included health and economic impact, the advantages and disadvantages of new technologies and whether the Government should set criteria for airport designation.
- A concern was raised that the DfT may have not given enough consideration to environmental issues associated with night-time flying. Due to the impact of the COVID-19 pandemic, airport recovery has been slow, and it has become difficult to predict how traffic levels will improve in both the short and long term and this uncertainty has led to a rollover of the current regime.
- The DfT were asked when they will be publishing a study on the health impacts of noise. There is an ongoing piece of work being conducted by Defra on the costs and benefits of noise which began in 2018 after the WHO published a similar study. Defra had several epidemiologists working on this study, however they have been reassigned to work on the COVID-19 pandemic so there is a delay. A report is expected to be issued at the beginning of next year, but it will not specifically target aviation noise.
- A comment was raised that the ban on QC4 aircraft is unnecessary as there are no aircraft currently operating at Gatwick Airport that are a QC4 on departure since the removal of Boeing 747-400's from the fleet mix. Some repatriation flights may be necessary in the future and cargo flights which could utilise QC4 aircraft, so it is important to have this ban in place. It was suggested that the DfT introduce the next target ban of QC2 aircraft at night. NaTMAG members were encouraged to submit these suggestions to the night flight consultation before the closing date on 3 September. Gatwick would continue with its plan for the introduction of a voluntary ban on QC4 aircraft in the night period, ahead of the changes to the night noise restrictions by Government, in line with its Noise Action Plan commitment.

NMB UPDATE

- The NMB Community Forum (NCF) Chair gave an update in the absence of the NMB Executive Board (NEX) Chair. The last NCF was held on 11 May 2021 where NaTMAG were invited to attend the presentation on aircraft noise charges. The group agreed the session was useful.
- Two key workplan items being progressed by the NMB are a study seeking to define the concept of Fair and Equitable Distribution (FED) and the review of the noise abatement procedure for the ILS minimum joining point during the night. The studies themselves will be overseen by technical Steering Groups.
- An additional work plan item which is in development is the landing gear deployment study. A desktop study is planned with a field survey; however, this will be on hold until air traffic levels begin to build.
- Following changes in May's local elections, the NCF will have new representatives from West Sussex County Council, Kent County Council, Tunbridge Wells Borough Council and are due to hear about a representative from Crawley District Council. This will continue to strengthen the NMB's engagement with communities and their representatives.
- The next meeting of the NCF is scheduled for 15 September.

DEPARTURE NOISE LIMITS REVIEW (EGIS)

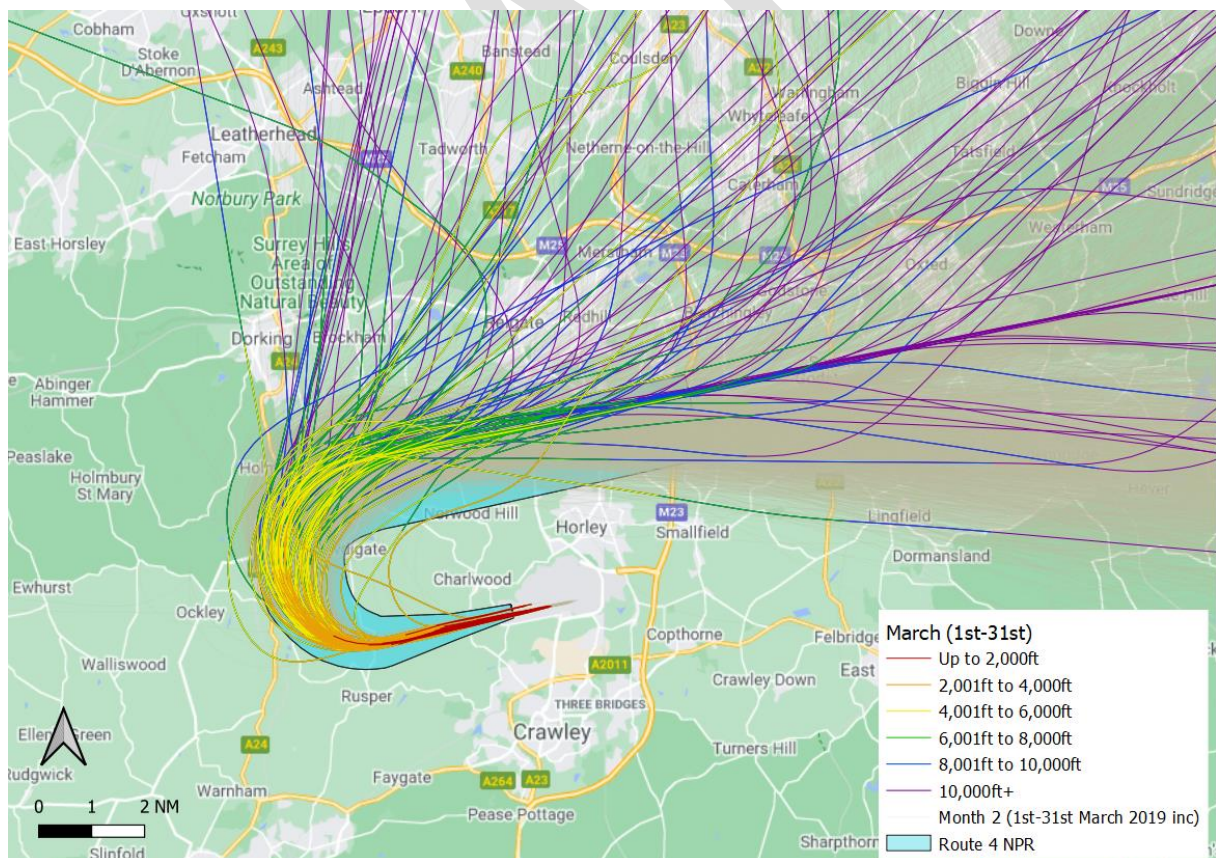
- An update on the Departure Noise Limits was provided by Egis who were contracted in early 2021 to conduct a review of the current noise limits of the five fixed noise monitors positioned at 6.5km from start of roll either side of the runway. These limits, set by the DfT, have been in place at Gatwick since 1968 with a review completed in 1993 and the limits subsequently updated in 2001. The current noise regime comprises limits for the day (94dBA LMax), shoulder (89dBA LMax), and night (87dBA LMax). The noise limits are subject to positional, equipment calibration and tailwind adjustments. Currently, noise fines at Gatwick are £500 for up to 3dB over the noise limit and £1000 for more than 3dB over the limit. The review has showed only about three infringements of the limits since 2017.
- The study analysed data from April to December 2019 with updated data added from the 2020/21 fleet mixes to reflect current operations. A new regime could be enhanced to achieve the objectives of the current scheme whilst also acknowledging the Government's proposal of incentivising the quietest performance across different aircraft types. Key features could include differential noise limits for three groups of aircraft type based on QC (Cat A-C); a single 24h limit per group; fines varied according to day/shoulder/night and extent of limit breach; and adjustments maintained as today (positional, tailwind and equipment). Further engagement with stakeholders is planned.
- The proposal is based on the Quota Count (QC) system and will categorise aircraft, based on their QC, into three categories A, B and C. New proposed limits will be 80dB for category A aircraft, 83dB for category B and 86dB for category C aircraft which are all lower than the current night limit of 87dB. Applying these proposed limits to the 2019 baseline data would have caused 84 noise infringements which is 0.08% of the total departures for the year. Three of those infringements would have been caused by aircraft that are no longer in operation at Gatwick.
- Recommended next steps include further engagement with key stakeholders, including airlines and the DfT, defining the fining regime and fine amounts, and monitoring and validating the proposed regime in shadow mode for a six-month period.
- A concern was raised that the current limits are too low to incentivise quieter aircraft at Gatwick, however if Gatwick are not aligned in their fining regime with other airports, noisier aircraft will be sent to other airports.
- The report was agreed to be circulated to NaTMAG members.
- **Action 19/2021:** Egis to circulate report on Departure Noise Limits Review to NaTMAG members.

AIRSPACE UPDATE

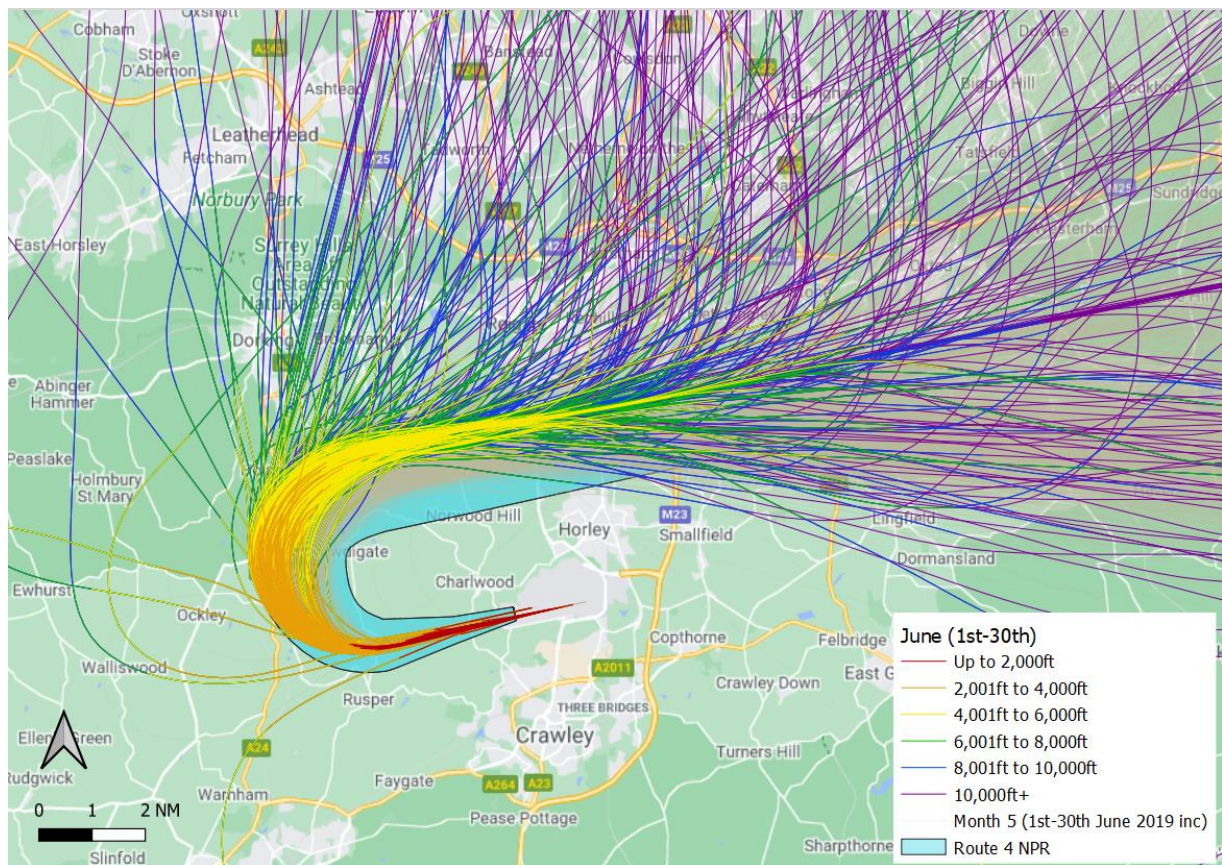
ROUTE 4

- On 25 February 2021 the RNAV Standard Instrument Departure (SID) routes were replaced with conventional routes on 26LAM/Route 4. This is being monitored by the Airspace Office and ANS to understand the changes between the pre and post 25 February SID routings.
- A summary was presented of Route 4 track performance between 25 February and 30 June 2021. There have been 735 flights departing on Route 4 in this period with 45 of these positioning to Heathrow Airport.
- Track keeping performance has varied during the months with increased levels of vectoring towards British and Irish destinations in the north-west. Prior to the COVID-19 pandemic, only 13% of flights travelled to these destinations, however this now makes up 75% of flights utilising Route 4.
- Few flights departed on Route 4 in the last week of February and the climb rates were quick. During March, more European destinations were departing Route 4 and still achieving quicker climb rates, however the tracks were travelling towards the northern edge of the Noise Preferential Route (NPR). April followed a similar pattern to March, however track keeping compliance was lower due to the Heathrow positioners being off-track. The traffic began to pick up in May with more European destinations, however there were a few instances of adverse weather causing track deviations. June followed a very similar pattern to May, adverse weather also impacted track compliance during this month. Example maps are included below.

March 2021 Route 4 Altitude Map



June 2021 Route 4 Altitude Map



- **Post-meeting note:** The current Route 4 track performance data set, is much smaller than would have historically been the case - given the time since the change to the route - due to the impacts of the COVID-19 pandemic on traffic levels. The patterns of traffic have also altered due to the reduction of air traffic in the surrounding airspace and so aircraft have been able to climb more quickly and been vectored earlier than would normally be the case, further reducing the usable data set. Gatwick are expecting that continuing the data monitoring and analysis effort through to September will allow a more complete picture of track performance on Route 4 to be built. Gatwick intends to continue monitoring track performance to complete the necessary data gathering exercise and will report to NaTMAG with a more complete data set to the meeting scheduled on 4 November. Given the interest in Route 4, Gatwick plans to share the Route 4 data set and analysis more widely once the monitoring exercise is complete. An update to the Route 4 web pages will be published, including the track data shared with NaTMAG, shortly after the meeting on 4 November.
- A discussion at FLOPSC around the recent route availability changes for departures routing via KENET was brought to the attention of NATS. NATS agreed to take an action to present an update at the November meeting. This will also be a key message to GATCOM.
- **Action 20/2021:** NATS to present an update on the KENET route availability change at the November meeting.

AOB

- Action 5 of the END Noise Action Plan was selected for the next NaTMAG meeting for November to discuss.
- The next meeting will be an opportunity to select the next set of END NAP Action Plan Actions to focus on during 2022.

KEY MESSAGES

KEY MESSAGES TO GATCOM

- The PID monitor is being sited at the Gatwick GASHCo facility and will be in place until calibrated. NaTMAG will decide on a new location to site the monitor, where there have been odour complaints submitted, once the monitor is calibrated.
- The Extraordinary NaTMAG meeting to discuss the END NAP mid-term report will take place on 16 September 2021.
- An update was given on FASI-S as Action Plan Actions from the END NAP. Progress is ongoing with the three rounds of engagement planned/underway.
- An upgrade to the airspace and noise performance dashboard (also known as Insightfull) has been completed with more information available on noise and overflight.
- The number of complainants which may have recently moved to the area attracted the interest of NaTMAG. Suggestions were made as to how to capture this information; the Airspace Office will look into this.
- A briefing from Egis on the Departure Noise Limits Review was presented at NaTMAG and stimulated good discussion and feedback.
- The KENET route availability change has attracted the interest of NaTMAG members and NATS will be providing an update at the November NaTMAG meeting.

KEY MESSAGES TO FLOPSC

- NaTMAG have a continued interest in the levels of go-around activity, particularly in the spike identified in May 2021, which most were attributed to weather.
- A briefing from Egis on the Departure Noise Limits Review was presented at NaTMAG and stimulated good discussion and feedback.
- The KENET route availability change has attracted the interest of NaTMAG members and NATS will be providing an update at the November NaTMAG meeting.

KEY MESSAGES TO NMB

- The Extraordinary NaTMAG meeting to discuss the END NAP mid-term report will take place on 16 September 2021.
- An upgrade to the airspace and noise performance dashboard (also known as Insightfull) has been completed with more information available on noise and overflight.
- A briefing from Egis on the Departure Noise Limits Review was presented at NaTMAG and stimulated good discussion and feedback.
- The KENET route availability change has attracted the interest of NaTMAG members and NATS will be providing an update at the November NaTMAG meeting.

DATES OF NEXT MEETINGS

FLOPSC – Wednesday 29 September 2021, 12:30 to 14:00, via teleconference.

GNMG – December 2021, date TBC, 10:00 to 12:00 via teleconference

Extraordinary NaTMAG meeting on END NAP mid-term report review – Thursday 16 September 10:00 to 11:30, via teleconference.

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

ANNEX A: ACTION SUMMARY

Action No/Year	Action/Decision/Next Step	Raised	Responsible	Plan date	Actual date	Status	Comments: Updated August 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	August 2021	CLOSED	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. They are looking to install an air quality monitor close to the Gatwick fuelling station to begin testing in the area. The Airspace Office have assisted with locating a site for the monitor at the GASHCo facility on the airfield and will be in place by the end of August. The monitor will be in place for a period for calibration to get used to the jet kerosene before it will be redeployed in a more suitable location. NaTMAG will be kept updated with progress on this but for now, this action will be closed, and another similar action opened to monitor progress.
13/2021	Once the PID monitor has been installed by Ricardo AEA and has been calibrated, the Airspace Office will liaise with NaTMAG regarding a new location for monitor.	Aug 2021	AO	Nov 2021		OPEN	
14/2021	Airspace Office to provide email address to NaTMAG members to submit feedback on upgraded Insightfull website.	Aug 2021	AO	Nov 2021	Aug 2021	CLOSED	Circulated new email address on 19 August 2021.
15/2021	Airspace Office to share background materials on FASI-S with the newer members of NaTMAG.	Aug 2021	AO	Nov 2021		OPEN	
16/2021	Add the Ground Noise Summary tables as an annex to the Airspace Office Q2 2021 report.	Aug 2021	AO	Aug 2021	Aug 2021	CLOSED	Added to Q2 2021 report.

17/2021	Airspace Office to add 15-year KPI table as an annex to the Q2 2021 Airspace Office quarterly report.	Aug 2021	AO	Aug 2021	Aug 2021	CLOSED	Added to Q2 2021 report.
18/2021	Airspace Office to amend some of the wording of the narrative in the Q2 2021 Airspace Office quarterly report.	Aug 2021	AO	Aug 2021	Aug 2021	CLOSED	Wording amended in Q2 2021 report.
19/2021	Egis to circulate report on Departure Noise Limits Review to NaTMAG members.	Aug 2021	Egis	Aug 2021	Aug 2021	CLOSED	Circulated on 19 August 2021.
20/2021	NATS to present an update on the KENET route availability change at the November meeting.	Aug 2021	NATS	Nov 2021		OPEN	

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