

THE NOISE & TRACK MONITORING ADVISORY GROUP (NaTMAG) Thursday 4th February 2020 (virtual meeting)

IN ATTENDANCE

Andy Sinclair (Chair)	Gatwick Airport Ltd – Head of Noise and Airspace Strategy
Kimberley Heather	Gatwick Airport Ltd – Airspace Office and Secretary to NaTMAG
Laura Boccadamo	Gatwick Airport Ltd – Noise Mgmt Initiative Engagement Manager
Daniel Kominak	Gatwick Airport Ltd – Airspace & Noise Programme Manager
Goran Jovanovic	Gatwick Airport Ltd – Airspace Change 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
Henry Game	Air Navigation Solutions (ANS)
Vicki Hughes	Air Navigation Solutions (ANS)
Matthew Hadden	NATS

APOLOGIES

Lee Howes	Airspace and Environmental Performance Manager
Andrew Burke	NATS
Robin Clarke	NATS

MEMBERSHIP UPDATE

- Andy Sinclair chaired the meeting in Lee Howes' absence. Members passed their best wishes to Lee for a speedy recovery.
- It was noted that this meeting would be Brian Cox's last NaTMAG meeting and he would be stepping down as Independent Technical Advisor to GATCOM. At the end of the meeting, all members thanked him for his contributions to Gatwick Airport over the past 17 years and wished him well for the future.

GATWICK AIRPORT LTD BUSINESS UPDATE

- A brief update on traffic levels showed the level to which traffic had reduced. January passenger numbers were around 6% of the 2019 levels. The airport was operating from Pier 5 in the North Terminal only. At the moment there are no departures between 17:00 – 07:30. Between 2-13 February, Gatwick would support 10 – 40 ATMs (air traffic movements) per day; for example, on 12 February 26 ATMs are expected, on the same day in 2020 that was 567 ATMs and in 2019 655

ATMs. As briefed at the last NaTMAG, traffic vectoring patterns have slightly altered and the climb rates have significantly improved.

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. No update from Ricardo as of yet. This will be followed up at the next meeting. ▪ An overview of the two Zurich air quality reports was provided as they are largely written in German (reports circulated in November 2020 meeting). One report details a monitoring approach with fixed and mobile monitors. A suggestion was raised that instead of a mobile unit people could use “Tedlar sampling bags”¹ to collect samples. The second report was a study with test volunteers in different locations taking samples. There was interest amongst NaTMAG in the idea of volunteer samplers; however volunteers need to be kept motivated since odours sourced from aircraft are rare, transient events and recording of events must be consistent.
<p>07/2020 Add 8-14NM joining point indicators to WebTrak as a new layer.</p>	<ul style="list-style-type: none"> ▪ Closed – This was demonstrated at the February meeting.
<p>12/2020 Airspace Office to request Airside Compliance include APU dispensations due to COVID-19 in future ground noise summaries.</p>	<ul style="list-style-type: none"> ▪ Closed – Airside Compliance have agreed to add an extra column to the Ground Noise Summary from January 2021 for any APU dispensations due to COVID-19.
<p>13/2020 Airspace Office to change agenda item to ‘Matters arising’ only.</p>	<ul style="list-style-type: none"> ▪ Closed - Changed in February 2021 NaTMAG agenda.
<p>14/2020 Airspace Office to update the diary annex on the Terms of Reference and recirculate.</p>	<ul style="list-style-type: none"> ▪ Closed – Diary annex was updated with the standing agenda items and recirculated.

¹ <https://www.coleparmer.co.uk/p/tedlar-sampling-bags-with-combination-valve/45621>

Action	Comments
<p>15/2020 ANS to provide an update on go-around activity at the February 2021 meeting.</p>	<ul style="list-style-type: none"> ▪ Open – ANS will continue to monitor and report to NaTMAG regularly on go-around activity. Slides on Q4 2020 activity were circulated post-meeting. ▪ Action 01/2021: Airspace Office to circulate slides from ANS on Q4 2020 go-arounds. ▪ A query was asked around remedial actions taken by airlines with a pilot following a ‘go-around’, i.e. evaluation of the incident. Is an airline willing to share its process of lessons learned in this respect? This will be a key message to FLOPSC. ▪ It was also noted that maintenance flights, where aircraft perform a circuit, may be mistaken for go-arounds. As there were many questions surrounding maintenance flights, including routes, frequency and safety, ANS agreed to provide an update at the May meeting. ▪ Action 02/2021: ANS to update on maintenance flights at the May meeting.

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.

NATMAG AGENDA

- The Airspace Office have received suggestions from NaTMAG members on how to reformat the agenda so that all topics for review during the meeting can be displayed. This will include a Matters Arising section to discuss matters arisen during the quarter. The agenda will also include the Environmental Noise Directive (END) Noise Action Plan (NAP), the Airspace Office quarterly report etc. This will be reviewed and followed up at the next meeting.

GROUND NOISE SUMMARY

- It was noted that the number of aircraft engine tests that were being performed above ground idle for quite a long time appeared to be increasing. It may be due to the lower level of ambient noise resulting from reduced air traffic. The restrictions on engine tests are between 23:00 – 07:00 hours and also on Christmas Day.
- An action raised from the pre-meeting notes on the number of APU dispensations given due to COVID-19 relating specifically to High-Efficiency Particulate Air (HEPA) filters for aircraft air conditioning has been forwarded to Airside Compliance for comment. However, the Airside Compliance team have been part-furloughed so there may be a delay in response. The Airspace Office will forward the response to members once received.
- **Action 03/2021:** Airspace Office to enquire with Airside Compliance whether APU dispensations have been applied for the use of HEPA filters.

END NOISE ACTION PLAN

1. NEW PROCESS FOR MONITORING END NOISE ACTION PLAN

- A draft will be published as soon as practicable and not wait for the meeting itself. Proposal for an interim meeting of NATMAG on 17 March to discuss only the END NAP 2020 Progress Report agreed.

- The May NaTMAG will be kept on track to cover the business as usual agenda (committed updates) and the 2020 END Noise Action Plan report. It is then expected that the normal cycle of meetings and updates will continue.
- Updates on the items selected for implementation this year will be through specific NaTMAG meetings. However, as specific milestones are achieved, or progress made further ad-hoc updates may be provided through the year.
- A flow diagram to explain the 12 months of the process will be produced.
- Actions 17, 31 and 47 in the END NAP will be reviewed at the May NaTMAG meeting.
- **Action 04/2021:** Airspace Office to give an update on Actions 17, 31 and 47 at the May NaTMAG meeting.

2. ACTION 5: DEPLOYMENT OF THE AIRLINE NOISE PERFORMANCE TABLE

- The Airline Noise Performance Table features in the Q4 2020 report. The intention is for this to continue to feature in future quarterly reports to supplement the Airspace Office's programme of airline engagement. It was suggested that an additional QC/movement metric could be included, and that the purpose and format of the table should be reviewed. The intention is to evolve the table on the basis of the feedback received.
- It was confirmed that the QC per seat metric is based on the actual number of seats for each aircraft. As load factors can fluctuate, especially in this situation, metric using seats provides more stable indicator which better reflects noise efficiency of airlines' fleet. QC per movement was considered in the past, but it was rejected as the metric would favour short-haul carriers, as it would not take into account the fact that larger aircraft, despite being noisier, have greater capacity.

3. ACTION 9: A VOLUNTARY BAN ON OPERATIONS OF QUOTA COUNT 4 AIRCRAFT WITHIN THE CORE NIGHT PERIOD BY THE END OF 2022

- Gatwick are bringing this action forward. The voluntary operational ban on QC4-rated aircraft movements (equivalent to a B747-400 departure) is being progressed with a target to be put in place in October this year, at the start of the Winter 2021/22 season. The proposal was presented in January 2021 to the Slot Coordination Committee, no objections were raised.

4. ACTION 22: EXPLORE OPPORTUNITIES TO REMOVE THE ALTITUDE RESTRICTIONS ON DEPARTURE ROUTES INTENDED TO REDUCE THE NOISE IMPACT OF DEPARTING AIRCRAFT

- In order to provide some context around the work already conducted it was explained that, on behalf of Gatwick, Trax had conducted a review of departure profiles in 2019 and a summary of the various reports was presented to members of the Noise Management Board (NMB) and shared with the NaTMAG at that time.
- The review showed that actual vertical climb profiles were, in most cases, significantly outperforming the designed Standard Instrument Departure (SID) climb profiles as a result of routine air traffic controller intervention. Only limited benefits were achievable through changes to SID design in the short term. However, even minor vertical changes to departure route designs would require the development of an airspace change in accordance with the CAP1616 guidance.
- A study has been initiated to investigate the noise impact of continuous climb, which aims compare the departure climb profiles of 'pre-pandemic' (2019) departures vs 'pandemic' (2020) departures to better understand the noise benefits that might be generated by Continuous Climb Operations (CCO) through design.

- This work will inform our collective thinking on the potential for CCO and how Gatwick's airspace change under the auspices of Future Airspace Implementation – South (FASI-S) will allow for CCO opportunities to be explored.

5. ACTION 32: ENSURE THAT OUR NOISE AND TRACK KEEPING SYSTEMS ARE SUITABLE, RELEVANT AND RELIABLE

- Some areas of improvement that were identified within the so-called 'Phase 3' of the Noise and Track Keeping (NTK) system project were implemented in 2020:
 - The automated telephone complaints facility was amended.
 - Enhancements were made to the complaints webform² to make certain fields clearer.
 - New layers were added to WebTrak³ for estimation of Instrument Landing System (ILS) joining point distance for all four runways.
- New layers in WebTrak were presented at the meeting to explain the functionality in detail.
- Improvements planned in 2021:
 - WebTrak - enhance the map overlays available for better public awareness: STARs, SIDs, Nav aids, noise contours, Noise Insulation Scheme boundaries, holding stacks, track density diagrams, or maps illustrating typical 24-hour periods of easterly and westerly operations.
 - WebTrak - provide a Glossary of Key Terms together with answers to frequently asked questions.
 - NTK System - Implement the Low Noise Arrival Metric in the NTK system in preparation for the introduction of the metric in line with the NMB workplan.
- There was a suggestion to include noise footprint in WebTrak for different aircraft types. This was accepted and will be added to the planned WebTrak improvements.
- It was also confirmed that all the noise monitors are fully maintained and collecting data.

AIRSPACE OFFICE QUARTERLY REPORT & KEY PERFORMANCE INDICATORS

- Some NaTMAG members were confused with page 13 and Figure 16 referring to 6.1NM. It was explained that in the NTK system 6.1NM distance from touchdown is equivalent to 2,000ft QNH minimum joining altitude. However, the wording on the page will be amended to refer to 2,000ft instead to align it with the AIP. It was clarified that the starting point of joining point distance measurement is a fixed location and it is an aiming point, which is aligned with the main runway touchdown markings and the Precision Approach Path Indicator (PAPI) lights.
- It was confirmed that there were no noise infringements over Lingfield as all the overflights were at least 1,698ft Above Ground Level (or 2,000ft Above Mean Sea Level), whereas the Figure 21 presented all the arrivals overflying Lingfield between 1,698ft and 2,000ft. The graph will be amended in the final version and the infringement rules explained more clearly.
- There was discussion around about the differential between the DfT noise abatement procedures and the minimum 8 nautical mile joining point and how NaTMAG could better educate and inform interested parties. This included suggestions of explanatory text in the quarterly report and information on Gatwick's Noise Management webpages. Historical context was discussed and NaTMAG was reminded that the noise abatement procedures for arrivals, as set by the DfT, had been in place, unaltered, for more than 2 decades.
- To be able to assess changes to Route 4, members requested comparisons of before and after changes scheduled for 25 February. They requested recent Route 4 tracks with altitude with a regular report on Route 4 track keeping so that the changes can be monitored. The Airspace Office

² <https://viewpoint-eu.emsbk.com/lgw3>

³ <https://webtrak.emsbk.com/lgw2>

agreed to provide those track maps once sufficient track data is available; the low numbers of flights are a constraint. The May NaTMAG will be updated subject to the availability of track data.

- A query was raised regarding the follow up procedure that airlines use when a pilot initiates a go around. NaTMAG members were reminded that this was a valid safety procedure. There had only been 12 go arounds during Q4 2020 all due to unstable approaches and weather.
- Regarding page 19 and the night jet movement summary – flights categorised as “avoided” are those that were scheduled to operate during the night quota period (23:30 – 06:00) but operated outside this period due to being either early or late.
- A query was raised around expanding the data set for the new quarterly reports to show 15-months of data. GAL would consider how this might be addressed but having only just been rolled out, the new report for this quarter it was unlikely there would be any immediate changes to expand the quarterly reports to include a 15-month data set. The meeting was reminded that a 15-month data set was already available on the Noise Reports page of the website⁴.
- To better apportion Airspace Office resource during the pandemic it was proposed to reduce reporting during this period of low traffic levels. Positive feedback was received from members. Gatwick will continue to host NaTMAG meetings and report on noise and airspace performance but will aim to tailor reporting and the effort of the team in the most appropriate ways. The proposal:
 - **Stop** producing a separate FOPP report;
 - **Pause** Horley overflight reporting;
 - **Pause** Airspace Office & Ground Noise Executive Data Summary;
 - **Pause** requirement for complaints response within 8 days and increase this temporarily to 21 days (this will be reviewed at each NaTMAG);
 - **Reduce** NaTMAG minutes to capture actions and reflect salient discussion points;
 - **Pause** production of a papers list.
- A complaint about the ILS joining points and height at Dormansland was raised. GACC are awaiting further input following some questions of clarification from GAL that had been raised ahead of the meeting. GAL shared a graphic showing Runway 26 arrivals tracks for the whole of January and a comparison against the same month in previous years. There was a discussion around the utility of a gate to examine the tracks and relative heights of arriving aircraft but given the significantly reduced traffic levels there was no rationale for its establishment. ILS joining point data will continue to be reported and shared with NATS. GAL would explore the potential for showing altitude on arrival track maps, a functionality used for the departure tracks.
- The graphic showed the traffic on Runway 26 and arrivals from the north. There was an explanation from NATS about arrivals vectoring, the driver to route aircraft in the most expeditious way and how the low levels of traffic in the London airspace facilitated even more efficient arrivals, all of which was in accordance with government legislation and regulatory guidance. This graphic will be circulated to NaTMAG members.
- **Action 05/2021:** Airspace Office to circulate graphic showing January 2021 arrivals traffic.
- Complaints: One for arrivals to the north. There is also a complaint specifically mentioning straight in approaches. Other than this, there were no other complaints in these areas regarding arrivals traffic recorded in January 2021.

AIRSPACE UPDATE

- **ROUTE 4 POST IMPLEMENTATION REVIEW**
 - This is on track for implementation on 25 February 2021. Airlines will continue to fly Route 4 departures with the track over the ground guided by a satellite-based coded overlay of the currently published conventional SIDs. Because coded overlays fall outside of the regulatory process it is not possible to predict the variations in aircraft track that may result.

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

ANS are to initiate a trial to monitor airline performance in the first turn. GAL will be reviewing the ANOMS/NTK data to monitor swathe shifts.

- **ROUTE 4 2018 AIRSPACE CHANGE PROCESS**
 - In progress, hampered due to CAP1912 and the CAA Gateway 2 decision. GAL and ANS met with the CAA this week to clarify open issues, chiefly the correct definition of the Route baseline. The CAA still need to respond formally, but they indicated that the situation post 25 February should be used as the 'do nothing' and baseline option. Separately, the CAA will seek ERCD opinion on the amount of data required to collect to populate the baseline. This timeline will affect and potentially delay the progress of this change.
- **ROUTE 5 POST IMPLEMENTATION REVIEW**
 - The Review was completed before Christmas. The CAA is finalising its documentation and will then publish the Review for public responses. The CAA have been very busy with post-BREXIT activity and the publication of aviation legislation and guidance written across from EU law which is a factor in the delay and so there is no date set for publication.
- **FUTURE AIRSPACE STRATEGY IMPLEMENTATION – SOUTH (FASI-S)**
 - There is no news on Government support to re-start the programme, the decision has been delayed again. However, there was discussion at the Transport Select Committee and in the House of Commons on the Air Traffic Management and Unmanned Aircraft Bill during both of which the Government re-affirmed its support of airspace modernisation and the key role it will play in achieving the Government's environmental targets⁵.

DFT UPDATE

- The DfT gave an update on the night noise consultation. The consultation is in two phases. The first focusses on maintaining the existing regime until 2024 but includes a proposed ban on QC4 movements during the night period at all London airports. The deadline for this consultation is 3 March 2021. The second phase is seeking views on the policy beyond 2024 – what the industry and communities expect for a post-2024 regime. The deadline for this consultation is 31 May 2021. The DfT website has been updated with this information⁶. The slides from the meeting will be circulated to NaTMAG members.
- **Action 06/2021:** Airspace Office to circulate the DfT Night Flight Consultation presentation to NaTMAG members.
- It was noted that the Government has not published any documentation nor commissioned any reviews relating to the health impacts of aircraft noise. The DfT advised that they do liaise with other Government departments regarding research; this could form part of a longer-term review.

NMB UPDATE

- The current focus of the NMB is on developing its Second Term workplan. An NMB Workplan Workshop is taking place on 10 February, as part of an extended NCF (NMB Community Forum), to discuss the workplan with NMB stakeholders. This will be followed by a special, one-off NEX (NMB Executive Committee) sub-committee, which will try to plot effectively the key points laid out at the workshop into the new format workplan to put to the NEX for adoption at its 10 March meeting.
- The Low Noise Arrivals Metric, which has been developed by ERCD with support from NATS, is a Future Airspace Strategy sponsored initiative overseen by Sustainable Aviation (SA) instigated by

⁵ <https://services.parliament.uk/bills/2019-21/airtrafficmanagementandunmannedaircraft.html>

⁶ <https://www.gov.uk/government/consultations/night-flight-restrictions-at-heathrow-gatwick-and-stansted-airports-between-2022-and-2024-plus-future-night-flight-policy/night-flight-restrictions>

Gatwick. The metric aims to complement the current Continuous Descent Operations (CDO) definition and the effectiveness of the CDO procedure in reducing noise. The metric defines three categories, A, B, and C, which represent different profiles with different noise performance, with 'A' signifying the optimal performance for noise. The metric has been validated using Gatwick track and noise data and the findings have been presented to SA. It is expected that the CAA will produce a report containing the metric, and that a sub-group of SA will be established to consider the necessary steps for deployment of the metric for operational use.

AOB

- An agenda item will be added and the DfT invited to give an update on the Airbus A220 arrival 'whine' noise issue at the next meeting.
- **Action 07/2021:** DfT to give an update on the Airbus A220 arrival 'whine' noise issue at the next meeting.
- An update on Route 4 will remain on the agenda as part of the next Airspace Update agenda item for the May meeting.
- The May 2021 NaTMAG meeting will be postponed by one week to 13 May due to Local Council by-elections.
- An END Noise Action Plan focussed ad-hoc NaTMAG meeting will be planned for the 17 March 2021 to discuss the 2020 END NAP report.

KEY MESSAGES

KEY MESSAGES TO GATCOM

- NaTMAG would continue during this period of low traffic but some reporting and administration would be reduced. This would include extending the noise complaints response time from 8 to 21 days.
- NaTMAG would consider how to better educate and inform interested parties about the differential between the DfT noise abatement procedures and the minimum 8NM ILS joining point.
- GAL will keep NaTMAG updated through additional regular reporting on the changes to Route 4 standard departures following the implementation of the change on 25 February.

KEY MESSAGES TO FLOPSC

- A question was raised around remedial actions taken by airlines with a pilot following a 'go-around', i.e. evaluation of the incident. Is an airline willing to share its process of lessons learned in this respect?

Key Messages for NMB

- At the next NaTMAG the meeting will be reviewing the progress of 3 END NAP actions that relate to the NMB: action 17 (NMB workplan), action 31 (arrivals) and action 47 (communication and integration across noise governance groups and the Noise Information Booklet review).

DATES OF NEXT MEETINGS

FLOPSC – Wednesday 31 March 2021 12:30 to 14:00, via teleconference.

GNMG – Postponed, TBC.

NaTMAG – Thursday 13 May 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 February 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. No update from Ricardo as of yet. This will be followed up at the next meeting.
07/2020	Add 8-14NM joining point indicators to WebTrak as a new layer.	Aug 2020	AO	Nov 2020	Feb 2021	CLOSED	This was demonstrated at the February 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	Feb 2021	CLOSED	Airside Compliance have agreed to add an extra column to the Ground Noise Summary from January 2021 for any APU dispensations due to COVID-19.
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.
14/2020	Airspace Office to update the diary annexe on the Terms of Reference and recirculate.	Nov 2020	AO	Feb 2021	Feb 2021	CLOSED	Diary annex was updated with the standing agenda items and recirculated.
15/2020	ANS to provide an update on go-around activity at the February 2021 meeting.	Nov 2020	AO	May 2021		OPEN	ANS will continue to monitor and report to NaTMAG regularly on go-around activity.
01/2021	Airspace Office to circulate slides from ANS on Q4 2020 go-arounds.	Feb 2021	AO	May 2021	Feb 2021	CLOSED	Circulated on 9 February 2021.
02/2021	ANS to update on maintenance flights at the May meeting.	Feb 2021	ANS	May 2021		OPEN	

03/2021	Airspace Office to enquire with Airside Compliance whether APU dispensations have been applied for the use of HEPA filters.	Feb 2021	AO	May 2021		OPEN	
04/2021	Airspace Office to give an update on Actions 17, 31 and 47 at the May NaTMAG meeting.	Feb 2021	AO	May 2021		OPEN	
05/2021	Airspace Office to circulate graphic showing January 2021 arrivals traffic.	Feb 2021	AO	May 2021	Feb 2021	CLOSED	Circulated on 9 February 2021.
06/2021	Airspace Office to circulate the DfT Night Flight Consultation presentation to NaTMAG members.	Feb 2021	AO	May 2021	Feb 2021	CLOSED	Circulated on 9 February 2021.
07/2021	DfT to give an update on the Airbus A220 arrival 'whine' noise issue at the next meeting.	Feb 2021	DfT	May 2021		OPEN	

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