

THE NOISE & TRACK MONITORING ADVISORY GROUP (NaTMAG) Thursday 4th November 2021 (virtual meeting)

IN ATTENDANCE

Lee Howes (Chair)	Airspace and 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
Goran Jovanovic	Gatwick Airport Ltd – Airspace Change Manager
Tara Whittaker	Gatwick Airport Ltd – Airspace Office
Wojciech Witkowski	Gatwick Airport Ltd – Airspace Office
Mike George	GATCOM
Liz Kitchen	GATCOM
Leon Hibbs	Reigate and Banstead Borough Council
Liz Lockwood	GATCOM
Alan Jones	GATCOM
Malcolm Fillmore	GATCOM
Ian Greene	Department for Transport (DfT)
Gary Marshall	Department for Transport (DfT)
Vicki Hughes	Air Navigation Solutions (ANS)
Victor Gosling	Air Navigation Solutions (ANS)
Jonathan Drew	Noise Management Board Executive Committee (NEX) Chair
Matt Hadden	NATS
Andrew Burke	NATS

APOLOGIES

David Monk	Crawley Borough Council
Margot McArthur	GATCOM
Richard Streatfeild	GACC
Henry Game	Air Navigation Solutions (ANS)
Adam Dracott	Mid Sussex District Council

MEMBERSHIP UPDATE

- There has been a shift in roles for some members of the Airspace Office. Laura Boccadamo has moved into the Sustainability Team and will no longer be attending NaTMAG. Rebecca Hudson is her replacement and will be joining the team later this month. Wojciech Witkowski was welcomed as a new Airspace Office Analyst and Kimberley Heather has recently been promoted to the Airspace and Noise Programme Manager meaning that she will no longer be acting as Secretary to NaTMAG in 2022, however she will still attend NaTMAG. Members welcomed Wojciech and congratulated Laura and Kim on their recent promotions.

MINUTES OF THE PREVIOUS MEETING OF NaTMAG

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

GATWICK AIRPORT LTD BUSINESS UPDATE

- The traffic levels at Gatwick for Q3 2021 were approximately 25% of the levels of the same period in 2019. The summer night jet period was significantly reduced with only around 10% of movements quota used compared with the same summer night period in 2019. Forecasting for

future traffic is fluid with a range of predictions from organisations such as Eurocontrol and ACI suggesting that recovery to 2019 traffic levels will take place between 2024 and 2026; Eurocontrol identified Gatwick as the worst affected European airport by the COVID-19 pandemic. Autumn/winter 2021 traffic levels expected to be quieter, however Christmas holiday getaways and ski holidays may bring a seasonal increase in demand for travel.

ACTION TRACKER

Action	Comments
<p>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.</p>	<ul style="list-style-type: none"> ▪ Open – The PID monitor was installed in August 2021 in the Gatwick Fuel Farm and will remain in place for the foreseeable future until enough scientific data has been gathered as the monitor becomes accustomed to its environment. Once it has been calibrated, the monitor can be sited in a suitable location. As odour is out of the scope of NaTMAG, this action may be removed in the future and the work being handed over to the Sustainability Team for monitoring and reported through the annual AQ Steering Group. It was noted that NaTMAG does not wish to lose sight of this work, so the group asked for it to be added as an addendum to the GATCOM minutes. ▪ Action 21/2021: GATCOM to add an addendum to their minutes to keep odour on the agenda.
<p>15/2021 Airspace Office to share background materials on FASI-S with the newer members of NaTMAG.</p>	<ul style="list-style-type: none"> ▪ Closed - Materials shared in NaTMAG Box folder on 22 October 2021. Members were asked to contact the Airspace Office if they experience any Box access issues.
<p>20/2021 NATS to present an update on the KENET route availability change at the November meeting.</p>	<ul style="list-style-type: none"> ▪ Closed - NATS gave an update on the KENET route availability change at the November meeting.

END NOISE ACTION PLAN UPDATES

- Action 5 was selected by NaTMAG members as the focus for the November meeting:
 - *Action 5: In conjunction with our airline partners, we will seek to re-introduce, by the end of this Noise Action Plan period a programme that will rank our airline partners in relation to their overall performance for a range of noise and any other appropriate topic potentially including, but not limited to metrics such as compliance with abatement techniques, fleet age, engine fit and passenger loads per km.*
- The Airline Noise Performance Table (ANPT) was introduced in the Airspace Office Q4 2020 report and 2020 annual report which displayed airlines in a league table with three performance metrics. These are QC per seat, CDO performance and track keeping performance. A programme of airline engagement is being conducted by the Airspace Office to target any airline whose performance is lower than average. Meetings have taken place with several airlines in 2021, the most recent was in July with Air Arabia Maroc who noted that they do not receive monthly reports from any other European airports that they operate in and they found the Gatwick reports very useful. The airline engagement programme will continue with 6-12 month follow up meetings with the airlines to check in.
- Additional metrics for the ANPT have been considered, such as passenger load per km, however this has been put on hold by the NMB due to the COVID-19 pandemic, work should resume in 2022.

- It was noted that the table only includes airlines who have a minimum of 10 flights per week, however that may mean that certain 'outliers' won't be captured in the table. A recent B767-300 Indian airline operator was referenced in the meeting, having been particularly loud, however after the meeting, the Airspace Office were unable to trace this flight to Gatwick Airport. The issue around flights that stop to refuel before continuing onto their destination to the airport was raised as there was concern that these flights produce minimal economic benefits. It was confirmed that there are no restrictions on any airlines using the airport and they will always bring some economic benefit even if they are only parked for a short time.
- The progress on the ANPT and the Airspace Office airline engagement programme will be a key message to GATCOM, FLOPSC and the NMB.
- END Noise Action Plan actions selected for review in 2022 were received from the NaTMAG pre-meeting notes. Gatwick and NaTMAG members are both in agreement with the selected actions. One action (Action Plan Action 39) is 'paused/stopped'; however, this was considered to be 'in progress' as work is continuing. Gatwick have agreed to make this amendment. It was agreed also that any Action Plan Actions that have the wording 'we will continue to monitor' cannot be marked as completed.
- It was proposed and agreed by NaTMAG that Action Plan Action 47 should be marked as 'completed' to reflect the successful transition from the first term to the second term of the NMB.
- **Action 22/2021:** Airspace Office to change Action Plan Action 47 in the END Noise Action Plan to 'completed' and Action Plan Action 39 to 'in progress'.

KENET ROUTE AVAILABILITY CHANGE

- Work on the KENET route availability change has been conducted by the NATS OSEP (Operational Service Enhancement Project) who have been aiming to drive environmental change by reducing CO₂, amending procedures to improve efficiency and reduce ATCO workloads. OSEP were established during the COVID-19 pandemic. NATS' 3Di system of assessing environmental efficiency is used at both Swanwick and Prestwick centres to encourage improved environmental performance. DCT's, or direct routes, at higher altitudes are implemented, where possible, at various times of the year when the airspace is quieter, which has saved 872 tonnes of CO₂ (based on 2019 traffic levels).
- The winter season relaxation of the restriction at KENET will be a recurring annual change between 1 November and 28 February (inc.) where the en-route network will enable a slightly more efficient track based on an existing route (saving 8.9NM of track miles) during the winter season. It is not a new route, the same Gatwick SIDs will be flown, and this will not change the distribution of traffic on the IMVUR or NOVMA SID routes. It is expected that this enhancement will save 250 tonnes of CO₂ per year (based on 2019 traffic levels).
- A question was raised whether this change will form part of FASI-S in the future. It was confirmed that the FASI-S will include en-route efficiency as part of the airspace modernisation programme but the idea of this seasonal route change for the time being is to make the route as efficient as possible to reduce fuel consumption and emissions ahead of FASI-S. Solutions through FASI-S will be slightly different to this as SIDs and STARs may be re-designed through the airspace change process.
- It was suggested that the KENET route availability change presentation be a key message to GATCOM, FLOPSC and the NMB. NATS have been asked to provide an update on how the winter season monitoring period performs in the NaTMAG May 2022 meeting, this will be added to the meeting agenda. It was noted that the update is not likely to feature noise benefits as there are no changes to the SIDs or route structure but will include data on airspace efficiency and CO₂ reduction.
- **Action 23/2021:** NATS to provide an update in the May 2022 NaTMAG meeting following the winter season of the KENET route availability change.

GROUND NOISE REPORT

- Data on the ground noise report summary for Q3 2021 was presented. The Aerodrome Compliance team have been able to resume their audits which were paused due to the COVID-19 pandemic. One APU non-compliance was addressed where the SEG system was noted to be not working, however this was not the reason for the APU non-compliance. The aircraft may not have been due to fly anytime soon and therefore the APU unknowingly may have been left running and the SEG system was not required.
- FEGP usage has remained at 100% in the South Terminal due to it being closed throughout the pandemic. A footnote was requested in the ground noise summary to explain this.
- **Action 24/2021:** Airspace Office to add a footnote to the ground noise summary to explain FEGP availability due to the closure of the South Terminal during the COVID-19 pandemic.

AIRSPACE OFFICE QUARTERLY REPORT & KEY PERFORMANCE INDICATORS

- Some suggestions for the quarterly report were received from the pre-meeting notes and these have been addressed.
- The report was presented with some key statistics noted, such as improvements to both CDO and track keeping compared with the previous quarters. No noise infringements have been recorded and go-arounds have slightly increased over the summer months largely due to adverse weather.
- The Faygate noise monitoring terminal was removed in August 2021 due to the site being sold. The monitor is being kept for use while other noise monitoring terminals are removed for calibration and maintenance. A new site potentially could be found in the Faygate area in the future.
- Complaints received a lot of attention. Forge Wood, the new development in the north-east of Crawley, has generated a new serial complainant. Recently, the airfield has been operating on Runway 08 and this has generated complaints from residents living under the 08 Seaford Noise Preferential Route (NPR) (Route 2). Weather deviations on the westerly departure routes have caused complaints in the Horsham area as ATC has diverted aircraft south to avoid thunderstorms further along the intended route. It was observed that a British Airways Boeing 777-200 Series aircraft en-route from Gatwick to Mauritius during the evening (around 8.30pm) has been causing new complaints.
- A request was made to find out how long complainants have resided in the area by asking complainants to provide this information, however this is not something that Gatwick will undertake due to the complexity and purpose of the data request.
- Northern runway usage was highlighted as there has been some maintenance recently on the main runway which has required the use of the northern runway during this time. Proposals for runway resurfacing, due to take place next summer 2022, are in place which may require some increased usage of the northern runway next year. The Airspace Office will contact the Airfield Operations Team to find out if they can give an update at the next NaTMAG on this subject.
- **Action 25/2021:** Airspace Office to liaise with Airfield Operations to provide an update on the proposed runway resurfacing project, planned for summer 2022, at the February 2022 meeting.

DFT UPDATE

- It was announced on 6 September that ICCAN was to be disbanded and the majority of its functions be transferred to the CAA. This began in September and will continue for a transition period until December when some other functions will be designated to the DfT. The DfT was requested to update the next NaTMAG meeting in February 2022 regarding the transition of ICCAN responsibilities.
- **Action 26/2021:** DfT to give an update at the February 2022 meeting regarding the transition of functions from ICCAN.
- Part two of the night flights consultation concluded in September 2021, over 500 responses were received. Part one of the consultation closed in March 2021 and some of those responses are to

be revisited. There have been a large number of responses from community noise groups who are calling for a complete ban, or reduction in the number, of night flights. Industry members, including airlines, have responded noting the importance of night flights for the economy. A discussion group on night flights will be taking place on 14 December, with invites to be sent to ANEG members plus a limited number of other stakeholders.

- It was suggested that the DfT should have an independent review conducted on the benefits of night flights and health effects of noise and how that may affect the final decision. The DfT advised that there is a proposal for a night-time study of aircraft disturbance which will determine if there is a particular time during the night when sleep is most disrupted by noise. It has not yet been decided how this study will be conducted; using FitBit™ devices has been suggested. The period of the study will be from 10pm to 8am to cover an hour either side of the 11pm to 7am night period and will not include children in the study. This will begin in 2022 with results expected in 2023 subject to funding. There are also plans to adapt a 2017 model by Systra to enhance it for the current consultation.

AIRSPACE UPDATE

ROUTE 4 CAP1912

- Route 4/26LAM reverted to the conventional SID set on 25 February as a result of the CAA's airspace change Post Implementation Review (PIR) decision, published as CAP1912. This recommended removing all the Route 4 RNAV-1 SIDs. FRANE, LAM, BIG and ADMAG were all removed and replaced by the truncated MIMFO and FRANE conventional SIDs with the changes published in the Gatwick AIP. This requires airlines to fly RNAV, or satellite-based, SID overlays of the published conventional procedures.
- Gatwick and ANS have been actively monitoring Route 4 departures from February to September to gather track conformance data, particularly on the first leg of the turn. This is to ensure that aircraft are flying the route in a safe, consistent, and predictable way. As expected, the results of the monitoring period have shown slightly more northerly departure tracks. Vectoring and changes in destinations has also affected traffic distribution.
- During the monitoring period, there were a total of 3,064 departures on Route 4 which is significantly lower than historic levels. Of these departures, 87 were positioners to Heathrow (LHR) which do not have a defined conventional SID, so they are guided by ATCO's to ensure they comply with the NPR. Overall Route 4 track-keeping has been good at 93.32% (without LHR positioners) and 92.82% (with LHR positioners).
- Maps were presented illustrating altitude of the tracks departing on Route 4 with the same period of 2019 shown in beige underneath for comparison. February traffic numbers were low due to the lockdown period in the UK with these mainly being UK domestic flights. Traffic was vectored early due to the quiet airspace and aircraft were able to climb quickly. This continued until May, however there was a 'blip' in June where track keeping fell below 90% due to an increase in LHR positioners and earlier vectoring. Track keeping improved in July and August to around 93% with more traffic heading to European destinations due to the lifting of UK lockdown restrictions. A request was made to have a map illustrating only the LHR positioners, this will be circulated post-meeting.
- **Action 27/2021:** Airspace Office to create an altitude map showing LHR positioning aircraft departing on Route 4.
- ANS have been measuring the lateral spread of aircraft along the route using four gates to measure three months' worth of data on departures. A set of graphs were presented showing the deviation of aircraft from the centreline (of the NPR not the SID track) towards the left meaning aircraft are flying to the north of the NPR (but largely remaining within the conformance monitoring swathe). ANS have produced a report on Route 4 and are currently conducting a safety assessment of the route with case studies of different airlines, types of aircraft and crews.

ROUTE 4 2018 ACP

- The CAA have detailed information on the Route 4 ACP 2018-86 on their website¹. The ACP is currently in Stage 2a. Gatwick failed to navigate the Stage 2 Gateway in 2020 due to the proposed baseline for assessment of the route. Since then, the project to redesign the Route 4 SIDs has focused on agreeing a methodology with the CAA for the definition of a satisfactory baseline during this extended period of a reduced operational tempo. Gatwick proposed a means to gather a robust data set to enable meaningful progress of this ACP, which has now been endorsed by the CAA. This has allowed the work to recommence with a reassessment of design options. A stakeholder focus group, to share the outcomes of that work, will be scheduled in February 2022 and the ACP timeline has the Stage 2 Gateway scheduled in May 2022.
- All details and presentations will be uploaded to the Route 4 page of the Gatwick website² in the coming days and this presentation will be circulated to NaTMAG. It will also feature as a key message to GATCOM, FLOPSC and the NMB.
- **Action 28/2021:** Airspace Office to circulate the presentation on Route 4 track performance to NaTMAG.

NMB UPDATE

- The NEX met on 3 November and the NDG is implementing its Workplan and making progress. There are delays to some projects such as the Reduced Night Noise (RNN) trial which have been due to reduced traffic levels. The landing gear trial is also delayed until traffic levels increase to a sufficient level to allow the collection of enough data for the study. Delivery partners have been appointed to the two projects to inform Gatwick's airspace modernisation project: the definition of Fair and Equitable Distribution of air traffic and understanding options to optimise the ILS minimum joining point in the night period. Technical sub-group meetings for both (open for the public to observe) were held during October. Reports are expected to be published in Q1 2022.
- The Workplan implementation report has been requested to be shared with NaTMAG, however this is still in draft form so will be shared when endorsed by the NDG.
- **Action 29/2021:** NMB to share the Workplan implementation report with NaTMAG when available.
- A representative from easyJet attended the NEX meeting to give a pilot's perspective on the use of air brakes and the meeting discussed how that might impact noise disturbance on the ground. The NMB may require the use of data from the noise monitoring terminals in order to conduct further investigation into this issue.
- Night flights were also discussed at the NEX. The community noise group representatives were pressing for a review of night flight charges for airlines and also a reduction in the number of night flights. Industry members, including airlines, are keen to continue to maintain night flights as it brings economic benefits to the local area. Issues identified with addressing the night period for flying include slot issues, grandfather rights and timings of destination airport opening hours.
- The work on Gatwick's proposed noise envelope was discussed. The proposal by Gatwick was welcomed as an effective means to manage growth and noise, as currently no mechanism exists, however questions around how local community views were taken into account in developing the proposal were raised. It was explained that the DCO consultation provided the broadest possible basis upon which to engage about the proposal, allowing any and all local stakeholders to provide their views, views that would necessarily be addressed through the DCO process. The consultation is still ongoing until 1 December and residents are encouraged to respond. Although the proposal had already been presented to the NMB Community Forum, a further virtual noise envelope briefing was offered by GAL to allow a detailed explanation of the proposal, questions to be posed by attendees and feedback to be received either at the event or following the event prior to the closure of the consultation. Invitations will be extended to GATCOM and NaTMAG members by the GATCOM Secretariat. This will be a key message to GATCOM.

¹ <https://airspacechange.caa.co.uk/PublicProposalArea?pid=111>

² <https://www.gatwickairport.com/business-community/aircraft-noise-airspace/airspace/route-4/>

- The NMB joint Airspace and Noise Annual Public Meeting will take place on 2 December with invites to be issued to all NaTMAG members. This will be a key message to the NMB, GATCOM and FLOPSC.

END NOISE ACTION PLAN ACTIONS SELECTED FOR FOCUS IN 2022:

- The following END Noise Action Plan Actions have been selected for focus by NaTMAG members in 2022.
- For the February meeting, Action Plan Actions 8, 13 and 20 were selected for review.
- For the May meeting, Action Plan Actions 26, 36 and 45 were selected for review.
- For the August meeting, Action Plan Actions 14, 29 and 30 were selected for review.
- For November meeting, Action Plan Actions 27, 37 and 49 were selected for review.

KEY MESSAGES

KEY MESSAGES TO GATCOM

- The Airspace Office have continued to engage with airlines through their airline engagement programme using the Airline Noise Performance Table as a guide to target poorer performing airlines.
- The KENET route availability change was presented by NATS to NaTMAG, and members found it useful to understand the seasonal change in route to make it more efficient and provide environmental benefits.
- An update on Route 4 was given to NaTMAG and further information will be published on the Route 4 Gatwick webpage.
- The NMB joint Airspace and Noise Annual Public Meeting will take place on 2 December.
- The invitation to the Gatwick Noise Envelope virtual briefing will be extended to GATCOM and NaTMAG members.

KEY MESSAGES TO FLOPSC

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DATES OF NEXT MEETINGS

FLOPSC – Wednesday 24 November 2021, 12:30 to 14:00, via teleconference.

GNMG – Wednesday 8 December 2021, 10:00 to 12:00 via teleconference.

NaTMAG – Thursday 3 February 2022, 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 2022
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	The PID monitor was installed in August 2021 in the Gatwick Fuel Farm and will remain in place for the foreseeable future until enough scientific data has been gathered as the monitor becomes accustomed to its environment. Once it has been calibrated, the monitor can be sited in a suitable location. As odour is out of the scope of NaTMAG, this action may be removed in the future and the work being handed over to the Sustainability Team for monitoring and reported through the annual AQ Steering Group. It was noted that NaTMAG does not wish to lose sight of this work, so the group asked for it to be added as an addendum to the GATCOM minutes.
21/2021	GATCOM to add an addendum to their minutes to keep odour on the agenda.	Nov 2021	GATCOM	Feb 2022		OPEN	
22/2021	Airspace Office to change Action Plan Action 47 in the END Noise Action Plan to 'completed' and Action Plan Action 39 to 'in progress'.	Nov 2021	AO	Feb 2022	Feb 2022	CLOSED	Action Plan Actions amended accordingly.
23/2021	NATS to provide an update in the May 2022 NaTMAG meeting following the winter season of the KENET route availability change.	Nov 2021	NATS	May 2022		OPEN	
24/2021	Airspace Office to add a footnote to the ground noise summary to explain FEGP availability due to the closure of the South Terminal during the COVID-19 pandemic.	Nov 2021	AO	Feb 2022	Feb 2022	CLOSED	Footnote added 10 January 2022.

25/2021	Airspace Office to liaise with Airfield Operations to provide an update on the proposed runway resurfacing project, planned for summer 2022, at the February 2022 meeting.	Nov 2021	AO	Feb 2022		OPEN	Member of the Airfield and Civils Programme to present at the February 2022 meeting.
26/2021	DfT to give an update at the February 2022 meeting regarding the transition of functions from ICAAN.	Nov 2022	DfT	Feb 2022		OPEN	DfT Representative to update at February 2022 meeting.
27/2021	Airspace Office to create an altitude map showing LHR positioning aircraft departing on Route 4.	Nov 2021	AO	Nov 2021	Feb 2022	CLOSED	Circulated 21 January 2022
29/2021	NMB to share the Workplan implementation report with NaTMAG when available.	Nov 2021	NMB	Nov 2021	Feb 2022	CLOSED	Circulated 21 January 2022

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First published: November 2021.

Updated: February 2022