

**THE NOISE & TRACK MONITORING ADVISORY GROUP (NaTMAG) Extraordinary Meeting –
END Noise Action Plan 2020 Report Discussion - Wednesday 17th March 2021 (virtual
meeting)**

IN ATTENDANCE

Lee Howes (Chair)	Airspace and Environmental Performance Manager
Kimberley Heather	Gatwick Airport Ltd – Airspace Office Analyst and Secretary to NaTMAG
Andy Sinclair	Gatwick Airport Ltd – Head of Noise and Airspace Strategy
Laura Boccadamo	Gatwick Airport Ltd – Noise Mgmt Initiatives 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 Analyst
Mike George	GATCOM
Liz Kitchen	GATCOM
Leon Hibbs	Reigate and Banstead Borough Council
Liz Lockwood	GATCOM
Alan Jones	GATCOM
Caroline Salmon	GATCOM
Peter Barclay	GACC
Ian Greene	Department for Transport (DfT)
Jonathan Drew	Noise Management Board Executive Committee (NEX) Chair
Vicki Hughes	Air Navigation Solutions (ANS)

APOLOGIES

Matthew Balfour	GATCOM
Andrew Burke	NATS
Robin Clarke	NATS
Brian Cox	Independent Technical Advisor to GATCOM
Adam Dracott	Mid Sussex District Council
Gary Marshall	Department for Transport (DfT)
Henry Game	Air Navigation Solutions (ANS)
Matthew Hadden	NATS

GENERAL COMMENTS

- Members found it useful to have a separate NaTMAG meeting focusing on the END Noise Action Plan report for 2020 rather than a potentially truncated discussion at a main meeting.
- The new format was welcomed including the removal of the old RAG (red, amber green) style categorisation system to indicate progress. Colour coding of arrows for those actions that are in progress and a subdivision of categories further will be considered at a later date as well as the addition of stakeholder/industry leads for specific actions.
- A further review of the END Noise Action Plan at its mid-point will take place in September 2021.
- Members reflected that in the next iteration of the Noise Action Plan some actions could be more clearly described and some should include specific targets.

COMMENTS ON SPECIFIC ACTIONS

Action 1: We will maintain a charging differential in our published airport charges which incentivises the use of aircraft with the best in class noise performance.

- GAL has continued to encourage airlines to adopt quieter aircraft types. For example, easyJet have introduced the A320 and A321 Neo's. The benefits of this are evident in the data from annual noise exposure contour reports which shows for example, the total QC in the night period reducing year on year. However, it can be difficult to disaggregate which measures are influencing performance improvement if a number of potential drivers are in place. The best way to understand performance drivers is to engage with the airlines on specific aspects.

Action 3: We will review the landing fee differential at least every five years.

- Though the landing fee differential had been maintained the last review of the landing fees occurred in 2018/19 and the next is due to be completed for the 2023/24 consultation. The landing fee differential increased in April 2020 and will increase once more in April 2021. It was suggested that an amendment to add an estimate for the next review would be useful.

Action 4: Gatwick Airport Ltd will consult with its airline partners annually regarding the Airport Charges Structure. The Noise Management Board will also be asked for its feedback.

- There was a question on the Noise Management Board (NMB) not being consulted this year regarding landing fees and therefore the action had not been achieved.
- As was briefed to NMB 6 (Information Paper 14) 'To the extent that GAL consults on further changes to the structure or level of aircraft noise charges, GAL undertakes to inform the NMB of such proposals in a transparent manner and would look for any feedback to be channelled through the NMB.' This made clear that the NMB would be engaged when changes to aircraft noise charges formed part of the consultation. Noise charges did not form part of the consultation in 2020 hence the NMB was not consulted on this occasion.
- Suggestions were made around the reinstatement of a regular charges review by GATCOM given its wider interests, including on emissions charges; on how we might help create a better understanding amongst local stakeholders of the noise charges and scheme that had incrementally increased noise charges over recent years; and that an estimate for the next review would be useful.

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 not published in the Airspace Office quarterly report until February 2021 showing Q4 2020 data, therefore the action remained as ongoing for the END Noise Action Plan 2020 report. This action will be marked as completed in the 2021 report.

Action 6: We will continue to administer the Department for Transport night flight regime and ensure that we operate at night within the prescribed ATM and QC limits.

- A change to the wording of the updated text was agreed.

Action 8: We will, as far as is practicable, take all necessary steps to manage the late running of aircraft to prevent scheduled day movements taking place during the sensitive night period.

- Feedback mentioned that the late running of aircraft scheduled for departure in the day which often depart in the night period can occur and is often beyond the control of Gatwick Airport.
- During the usual busy summer period (pre-COVID-19) the Airspace Office would have regular weekly calls with airlines and ACL to manage night movements. This was successful and, in the past, had resulted in airlines cancelling flights in order to minimise the risk of exceeding night quotas. During summer 2020, air traffic movements were so few that these meetings were not necessary.
- Assuming it is relevant for the next report, there will be greater detail on Gatwick Airport's work on improving airlines' on-time performance.

Action 13: We will continue to promote adherence to the Arrivals Code of Practice through groups such as FLOPSC, Sustainable Aviation and other engagement events.

- There was no mention of engagement with local community noise groups in the updated text in relation to NaTMAG membership. This update was reworded to reflect the industry actors (e.g. airlines and ATC) required to execute the action. Local community representation was added to the Action 14 update as these were an important contributor to that action.

Action 15: In conjunction with Sustainable Aviation, Gatwick Airport will identify a low noise arrival procedure which will capture Low Power Low Drag measures and result in a metric which will supplement Continuous Descent Operations as an additional measurable target.

- The Low Noise Arrival Metric (LNAM) is ongoing with Sustainable Aviation and is a cross-industry initiative. The END Noise Action Plan 2020 report estimates that this will be delivered by 2024, however the NMB Workplan estimates this to be achieved earlier than this date.

Action 17: We will implement agreed Noise Management Board Work Plan solutions that are intended to reduce the noise impact of arriving aircraft.

- A future version of the END Noise Action Plan should also include the NMB work on departures as well as arriving aircraft.

Action 19: We will continue to promote, monitor, seek to improve and report on adherence to the departure noise abatement procedures detailed in the London Gatwick Aeronautical Information Publication.

- Similar to Action 18, there needs to be a reasonable target set in the wording of the next END Noise Action Plan update report.
- As an example, the Airline Noise Performance Table (ANPT) details a target set for CDO and track keeping performance. The ANPT uses a RAG status for CDO and track keeping. In order for an airline to be categorised in green, its track keeping must be at least 95%. All routes, excluding Route 4, are regularly performing above this threshold. NaTMAG members explained that targets should be set for noise abatement procedures in order for NaTMAG to continue to monitor these procedures.

Action 21: In conjunction with our partners and the Noise Management Board we will adopt a preferred Noise Abatement Departure Procedure (NADP).

- Work has been completed to identify a preferred option by the CAA. The conclusion was that neither option produces a noise benefit as the noise is shifted from one area to another; this action has been amended to 'stopped'.

Action 24: We will continue to fine aircraft in breach of the Department for Transport departure noise limits with all such monies passed to the Gatwick Airport Community Trust.

- Concerns were raised that the departure noise limits are set too high (being aimed at types such as the Boeing 747-400 series) and that the smaller aircraft fleets in operation at Gatwick with the majority of airlines do not come close to the noise limits set by DfT.

Action 24a: We will review and increase the fines currently levelled against airlines which breach departure noise limits with all such monies passed to the Gatwick Airport Community Trust.

- This action is currently paused awaiting a restart later in the year; the DCO is likely to be used as the vehicle for consultation.

Action 25: Through engagement with the Department for Transport, Aircraft Noise Management Advisory Committee and/or through unilateral action review our departure noise limits.

- It was suggested that 'ANMAC (Aviation Noise Monitoring Advisory Committee) did not meet in 2020' be added to the updated wording in the report.

Action 26: We will work with our airlines and noise governance groups to explore the feasibility of introducing supplementary charges for aircraft departures which persistently fail to operate in accordance with Noise Preferential Routes prescribed for the airport as measured by the noise and track monitoring system operated by Gatwick Airport Ltd, with all such monies passed to the Gatwick Airport Community Trust.

- The feasibility of introducing departure track keeping fines was paused in 2020 due to COVID-19. This will be kept under review when the work can resume on this action.

Action 28a: We will undertake a review of our acoustic noise insulation programs by the end of 2019. With subsequent reviews considered every 5 years as noted in Action 28.

- The wording was amended to reflect the NIS review being completed, the DCO is likely to be used as the vehicle for consultation.

Action 48: We will continue to engage with and provide noise data as required to local Environmental Health Officers through the Gatwick Noise Monitoring Group.

- There was a question on restart of the Gatwick Noise Monitoring Group. It was noted the absence of an Independent Technical Advisor to GATCOM may delay a meeting taking place, however the EHOs wished to have a meeting to review 2020 noise data. GAL will contact GNMG members and plan a meeting in the following months.

AOB

- The addition of the 15-year KPI table was welcomed and will be included in each subsequent END Noise Action Plan annual report.
- Comments on the wording of specific actions has been discussed between GAL and the DfT. The action wording will not be amended during this Noise Action Plan period, however more explanatory wording will be added in the updated text to clarify the scope of some actions and to support a clearer audit trail on progress.
- The END Noise Action Plan annual update is missing the 2020 ERCD annual noise contours. GAL is in receipt of an early draft noise contour report for 2020 and is expecting final draft from ERCD soon. It will be reviewed and circulated when the final report has been published.

KEY MESSAGES

KEY MESSAGES TO GATCOM & NMB

- Separate NaTMAG meetings will continue which will be entirely focused on the END Noise Action Plan update reports. These will take place for the annual reports to ratify and finalise the content before they are published. A separate meeting is planned for September 2021 to discuss the END NAP mid-term report for 2021, however this will be a one-off meeting.

DATES OF NEXT MEETINGS

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

GNMG –TBC.

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