

**THE NOISE & TRACK MONITORING ADVISORY GROUP (NaTMAG) Thursday 13<sup>th</sup> May 2021  
(virtual meeting)**

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**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
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
Tara Whittaker	Gatwick Airport Ltd – Airspace Office
Mike George	GATCOM
Liz Kitchen	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
Victor Gosling	Air Navigation Solutions (ANS)
Andrew Burke	NATS
Lynne Clark (Guest)	easyJet
Peter Gyure (Guest)	Wizz Air UK
Andrew Harrison (Guest)	Wizz Air UK
Matt Mills-Brookes (Guest)	Envirosuite
Daniel Rawlings (Guest)	Envirosuite
Peter Rafano (Guest)	Envirosuite

**APOLOGIES**

Vicki Hughes	Air Navigation Solutions (ANS)
Henry Game	Air Navigation Solutions (ANS)
Matt Hadden	NATS
Robin Clarke	NATS

**MEMBERSHIP UPDATE**

- Matthew Balfour has stood down as councillor for Kent County Council and will no longer be attending NaTMAG meetings. The Chair will be in contact with Matthew to thank him for his contributions to NaTMAG meetings on behalf of the group and wish him well for the future.
- A number of guests attended the meeting including two representatives from Wizz Air UK and one pilot from easyJet to join the discussion on go-arounds. Three representatives from Envirosuite

were in attendance to deliver an update on the publicly available online airspace and noise performance dashboard<sup>1</sup> (also known as Insightfull).

## GO-AROUNDS

- This was an early agenda item due to the availability of the guest airline representatives.
- ANS presented slides on the volume of go-around activity over the past year up until April 2021. The low levels of traffic have affected the number of go-arounds – only two recorded in Q1 2021, due to weather and windshear, something which cannot be controlled by ATC.
- It is important to emphasise that go-arounds are a safety procedure and are necessary to ensure the safe management of aircraft on final approach to the runway. They can never be eradicated.
- easyJet emphasised the high risk of runway excursions as a result of unstable approaches which led to strict criteria by which an approach has to be stabilised or a go-around is required. Increased levels of training aim to prevent these risks to pilots and to ensure that approaches are stabilised. Pilots are asked to investigate any non-compliances if they do not comply with the Standard Approach Criteria. Wizz Air UK confirmed they practice this with their crews as well.
- As there is a reduction in passenger numbers due to the numerous lockdown periods experienced in the UK, aircraft are arriving lighter in weight than usual which can contribute to unstable approaches and baulked landings.
- A baulked landing is described as an aborted landing when an aircraft is already in the flare for landing. The landing may be baulked if the aircraft has not lined up with the centreline correctly or its landing speed and/or rate of descent are too high, in which case a go-around may be initiated.
- Reference was made to windshear and crosswind affecting the stability of the approach / landing flare. Section 4. c of the EGKK AIP states: Pilots are warned, when landing on Runway 26L/R in strong southerly/south-westerly winds, of the possibility of building induced turbulence and windshear effects.

## MAINTENANCE FLIGHTS

- Maintenance flights have been taking place throughout the COVID-19 pandemic as a way of keeping aircraft maintained during long periods of little to zero flight (also known as storage mode). It keeps air crew up to date with training and also avoids the need for time-consuming maintenance from long periods in storage.
- Maintenance flights must comply with all standard noise abatement procedures, ensuring that they follow a Standard Instrument Departure (SID) on departure, i.e. SFD (Route 2) during easterly ops and TIGER or DAGGA (Route 9) during westerly ops.
- There are usually 3 or 4 maintenance flights a day at Gatwick usually lasting around 12 minutes in length. An aircraft performs a circuit flight to the south of the airport and intercepts the ILS on return to ensure it is compliant with the ILS joining point regulations.
- Questions were raised on behalf of CAGNE regarding the ILS 8NM minimum joining point in relation to go-arounds. As this was not a noise compliance related issue, (as previously discussed at NaTMAG 5 November 2020 and 4 February 2021) this was not discussed at NaTMAG as it is the incorrect forum for discussion of safety issues. Discussion on safety issues is through the FLOPSC group.
- It was agreed to share the slides on go-arounds and maintenance flights to NaTMAG post-meeting.
- **Action 08/2021:** Airspace Office to share ANS slides on go-arounds and maintenance flights. The group gave thanks to the airline representatives and ANS for providing detailed descriptions on go-arounds and maintenance flights and have asked this to be a key message to GATCOM. (*Wizz Air UK leave meeting*)

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

**GATWICK AIRPORT LTD BUSINESS UPDATE**

- The South Terminal remains closed with single pier North Terminal operations only. When sufficient demand returns the South Terminal will be reopened.
- Traffic numbers have been increasing slightly with a peak of 59 movements a day in April. In the period 11-27 May Gatwick is expected to support between 15-85 ATMs (air traffic movements) per day. The schedule for airlines is likely to get busier in the half term break (31 May - 4 June 2021), however, airlines can alter their schedule last-minute due to a range of factors.
- Following feedback at previous meetings, Gatwick had the opportunity to use a feature on BBC regional news on 7 April 2021 to provide a narrative around the restart of operations at the airport and the consequent potential noise impacts.
- The BBC ran a four-minute package on the potential for restarting aviation from May 2021 which included interviews with ATC and GAL staff. It ran on both BBC South East and BBC South's TV news at lunchtime, early evening, and late evening programmes. The piece provided some balanced messages on the airport's importance in contributing to local prosperity and highlighted Gatwick's key messages to residents that aircraft noise will increase in coming months.
- The programmes reached a significant number of people across both regions: BBC South East's TV news (Sussex, Surrey and Kent) approximately 850,000 viewers and BBC South's TV news (Oxfordshire, Hampshire, Dorset, Berkshire and parts of Surrey, West Sussex and Wiltshire) approximately 1.1 million viewers.

**MINUTES OF THE PREVIOUS MEETING OF NaTMAG**

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

**ACTION TRACKER**

Action	Comments
<b>01/2019</b> Airspace Office to engage with Sustainability Team and the Chief Planning Officer to highlight the issues surrounding odour complaints and air quality.	<ul style="list-style-type: none"> <li>▪ <b>Open</b> – 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 are liaising with Airside Compliance to find a suitable location for monitoring to begin next month. Once results are collected, Ricardo will be invited to provide an update to NaTMAG.</li> </ul>
<b>15/2020</b> ANS to provide an update on go-around activity at the February 2021 meeting.	<ul style="list-style-type: none"> <li>▪ <b>Closed</b> – ANS and airline representatives provided an update on go-arounds during the meeting.</li> </ul>
<b>02/2021</b> ANS to update on maintenance flights at the May meeting.	<ul style="list-style-type: none"> <li>▪ <b>Closed</b> – ANS and airline representatives provided an update on maintenance flights during the meeting.</li> </ul>
<b>03/2021</b> Airspace Office to enquire with Airside Compliance whether APU dispensations have been applied for the use of HEPA filters.	<ul style="list-style-type: none"> <li>▪ <b>Closed</b> – The Airspace Office enquired with Airside Compliance regarding APU dispensations for HEPA filter usage. APU dispensations due to COVID-19 have been added to the Ground Noise Summary, however Airside Compliance do not monitor specifically the use of HEPA filters as this information would be airline specific. As it is not a compliance issue and there have been no dispensations for APU applied in Q1, NaTMAG agreed to</li> </ul>

Action	Comments
	close this action. However, if APU dispensations increase, this action could be reopened in future.
<b>04/2021</b> Airspace Office to give an update on Actions 17, 31 and 47 at the May NaTMAG meeting.	<ul style="list-style-type: none"> <li>▪ <b>Closed</b> – An update on the three selected END Noise Action Plan Actions was provided during the meeting.</li> </ul>
<b>07/2021</b> DfT to give an update on the Airbus A220 arrival 'whine' noise issue at the next meeting.	<ul style="list-style-type: none"> <li>▪ <b>Closed</b> – The DfT provided an update on the Airbus A220 'whine' noise issue during the meeting.</li> </ul>

## END NOISE ACTION PLAN UPDATES

- The action from the previous meeting was to include an update on END Noise Action Plan Actions 17, 31 and 47.
  - Action 17: We will implement agreed Noise Management Board Work Plan solutions that are intended to reduce the noise impact of arriving aircraft.
  - Action 31: In conjunction with the Noise Management Board we will explore innovative methods to reduce both inbound and outbound aircraft noise levels.
  - Action 47: We will continue to support the existence of, and engage with a Noise Management Board, the workplan and meeting papers, which will be adequately published to our other noise governance groups and online.
- Regarding Action 47, the Workplan was agreed at the last meeting of the NMB Executive Forum (NEX) with support from GAL. It was noted that the Workplan includes a number of resource-intensive projects which the NMB will continue to focus on. The agenda and key points and actions from meetings are published periodically on the NMB webpage<sup>2</sup>. In terms of increasing communications, the Chair of NaTMAG has been offered a seat on the NEX whilst the Chair of NEX attends NaTMAG to enable greater transparency between the groups.
- A suggestion on the use of social media as a platform for notifying the public when papers are published to the website could be considered. Local councils have found social media is an effective platform for communicating with their audiences. This idea will be discussed with the Gatwick Communications Team.
- Actions 17 and 31 are focussed on NMB Workplan solutions with Action 17 focusing on innovation noise reduction methods and Action 31 focusing on progressing Gatwick initiatives.
- The Airline Noise Performance Table now features in the quarterly Airspace Office reports. The Low Noise Arrival Metric (LNAM) work is ongoing in conjunction with Sustainable Aviation since the validation discussion at the previous NaTMAG with a presentation to the NEX proposed in June 2021. The aim is to alter the trajectory of descent for arrivals to reduce noise on the ground by up to 2.5dB. This will be dependent on aircraft type.
- Work to develop the Landing Gear Deployment study, which aims to influence when the landing gear on arrival is deployed so that noise can be reduced (up to 3dB), is ongoing. The study aims to be completed by the end of 2022 with a report issued. easyJet highlighted that the landing gear is deployed as a way of stabilising the aircraft on descent to avoid an unstable approach, so it is also a safety issue. Once the field and desktop studies have been completed, further work will be necessary to understand what procedural changes might be possible to decrease noise on the ground.
- It is hoped that progress with FASI-South will continue to encourage the early focus on noise reduction. The main topics for discussion at the recent NCF have been around Fair and Equitable Dispersal (FED) and the ILS night-time minimum joining point. Two steering groups will be

<sup>2</sup> <https://www.gatwickairport.com/business-community/aircraft-noise-airspace/engagement/noise-management-board/>

established to oversee progress of these projects in accordance with agreed Terms of Reference and how they will work alongside FASI-South. There are other initiatives ongoing with the NMB. The Chair of the NEX has agreed to share the Workplan with NaTMAG Members.

- **Action 09/2021:** Chair of the NEX to circulate NMB Workplan to NaTMAG members.

#### **DFT UPDATE ON AIRBUS A220 NOISE ISSUE**

- The DfT explained the background to the issue with Airbus A220 aircraft engines and the plans to resolve the problem. The issue lies within the engine combustor of Pratt & Whitney engines which are fitted to this aircraft type. Plans to test a redesign of the combustor are due to take place next year where the noise impact can be measured with implementation of new engine designs due in 2023.
- There are currently no operational procedures that can be altered to reduce the noise produced by the engine combustors, therefore the manufacturer must make an alteration to the engines.
- The issue of the Airbus A220 combustor resonance issue, having been identified by a local councillor through NaTMAG, GAL contacted Airbus and met with them to hear more about the issue.
- Subsequently, GAL had written to Airbus identifying this as an issue of concern, requesting these concerns be conveyed to Pratt & Whitney and that the plans to resolve the problem be shared.
- The meeting was reminded that, at present, only Air Baltic is equipped with this aircraft type at Gatwick and it operates a small number of weekly flights.
- This issue was on a different scale of concern when contrasted with the Airbus A320 FOPP modification and it was felt Airbus were reacting appropriately and proportionately to modify newly manufactured aircraft and had a robust plan to modify in-service aircraft.
- This will be a key message to the NMB and GATCOM that the matter of the Airbus A220 noise issue has been investigated with Airbus by Gatwick and the DfT and that Pratt & Whitney will be working on a solution to the engine combustor resonance problem. (*DfT and easyJet left meeting*)

#### **GROUND NOISE REPORT**

- All Q1 2021 engine tests remained within the limits of the Section 106 legal agreement.
- No APU non-compliances and FEGP availability remains high. Only one GPU usage with dispensation so there is no cause for concern.
- Airside Compliance are unable to conduct regular turnaround audits due to COVID-19 as many staff are still working remotely and/or part-furloughed.

#### **AIRSPACE OFFICE QUARTERLY REPORT & KEY PERFORMANCE INDICATORS**

- This is the second report produced in the new format and comments from members have been largely positive regarding the new style with improved and concise detail.
- The Airspace Office have already received some amendment requests in advance of the meeting which have been addressed, including more detail required on minimum ILS joining point definitions in the Annex.
- There was some confusion around the definitions of monitoring the ILS day and night minimum joining points in the report (e.g. 6.1NM daytime joining point) and that this needs further narrative to explain this either in the text or Annex.
- Figure 32 on page 19 needs to be clearer with data labels as they do not show on the graph correctly.
- **Action 10/2021:** Airspace Office to amend the Q1 2021 Airspace Office quarterly report with comments from NaTMAG.
- It was noted that it may be useful to have detail on the airline engagement programme that the team have been undertaking and the outcomes either in the executive summary or in a separate section in the next quarterly report for Q2 2021. The team has recently met with Vueling, Turkish Airlines and Air Baltic to drive continuous improvement in noise abatement procedures. Airside



Compliance have also been present to cover safety procedures. The team will continue to meet with more airlines in the coming months and plan to have a 6-month follow-up meeting to see if improvements have been made. This will be a key message to FLOPSC.

- **Action 11/2021:** Add detail on airline engagement to the Q2 2021 Airspace Office quarterly report.
- Concerns were raised on the loss of historic data from the report as previous quarterly reports displayed graphs and tables with 15-months of data which was preferred. It was highlighted that comparison data from the previous year was already present in the report in many of the graphs.
- GAL needed to ensure that its efforts were focussed on the delivery of priority noise management activities identified and agreed through NaTMAG and the NMB, in particular in relation to the Workplan of the latter. GAL and its partners would carefully apportion resources to maintain its compliance reporting through NaTMAG and on priority activities to ensure that momentum was maintained in progressing key activities. GAL was keen not to dilute its efforts if additional activities were proposed. That said, if external factors impacted the delivery of key activities GAL would be flexible in reapportioning resources to progress other priority noise mitigation activities or projects.
- A question was raised regarding the top three locations for complaints. With regards to Warnham and Tunbridge Wells, these were all submitted by frequent complainants, with very few specific comments to support the complaints. Most were left blank, some just referenced 'noise'. Warnham complaints were submitted by just one complainant.
- With regards to Reigate, there was a new complainant who submitted 11 complaints within 12 days with night noise concerns. On investigation, none of these related to Gatwick aircraft. They received full responses highlighting any tracks in the area at the time of their complaints, and they have not submitted any further complaints since 29 March 2021. The disturbances appear to be:
  - Most were helicopters from Redhill Aerodrome.
  - One Heathrow Airport calibration flight, which did not overfly Gatwick, overflew Reigate.
  - Overflights from other airports.

#### **AIRSPACE AND NOISE WEB-PAGES – INSIGHTFULL PLATFORM UPGRADE**

- An update to the airspace and noise performance dashboard<sup>3</sup> (also known as Insightfull) was presented by Envirosuite as part of an upgrade to the Noise and Track Keeping (NTK) system. Gatwick is the first airport in Europe to implement this upgrade.
- It included improvements in defining the residential area of the user to enable more tailored information about aircraft in their vicinity. Instead of a large area based on the first four or five digits of a postcode, an area is split into a grid and uses the CAA cone of overflight to determine a more precise location. It also gives the user the ability to drop a pin on their location on a map. Locations are restricted to a 50-mile radius of Gatwick Airport in line with the Gatwick NTK system.
- There is improved usability with more streamlined menus, more detailed webpages and also detail on how the COVID-19 pandemic has affected the aviation industry. Also included are animations and videos to explain operations.
- Improved widgets with the latest data on daily operations which may affect a location are now included, as well as altitude maps.
- Overflights by quarter is a new function with historic data available back to 2018 for comparison. This includes both Gatwick and non-Gatwick aircraft.
- Data analytics on web page views will be shared with Gatwick to show which pages are frequently visited. This is fully GDPR compliant.
- This upgrade to the website will go live at the beginning of June 2021. This will be a key message to GATCOM and the NMB and an action will be raised to circulate the link to NaTMAG once the site is live.
- **Action 12/2021:** Airspace Office to circulate the link to the new upgraded airspace and noise performance dashboard once live.

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<sup>3</sup> <https://aircraftnoise.gatwickairport.com/>

## **AIRSPACE UPDATE**

### **FUTURE IMPLEMENTATION STRATEGY IMPLEMENTATION – SOUTH (FASI-S)**

- The DfT, the co-sponsor with the Civil Aviation Authority (CAA) for the programme, has announced it will provide financial support for the next stage of the FASI-South airspace change process. This will allow airports and air traffic service providers to re-start their airspace change projects in partnership with the Airspace Change Organising Group (ACOG) which will be helping to coordinate the process.
- The process for each airspace change sponsor to secure the necessary funding to re-start has been developed by the CAA and Gatwick is in the final stages of securing its apportionment of the grant.
- Simultaneously, Gatwick has initiated a separate process with the CAA to restart its airspace change process (ACP-2018-60).
- Once the funding is in place, and the CAA has agreed that Gatwick may re-start its airspace change, Gatwick will put in place the necessary arrangements to commence engagement with stakeholders, including an NMB workshop. Given the progress so far, it is expected that a workshop will be scheduled before the end of June 2021.
- Given the mutual interest in the project, and the successful joint NMB/NaTMAG briefing held earlier in the week on the structure of aircraft noise charges at Gatwick, GAL is offering to open up the workshop to NaTMAG members.

### **ROUTE 4**

- Following the implementation of the CAP1912 recommendation in February 2021, Gatwick is monitoring if, and how, tracks over the ground change.
- This activity is ongoing. Due to the paucity of traffic, the intent is to share preliminary results with NaTMAG in September 2021. In line with the implementation plan, ANS is monitoring operational performance on Route 4 following the change, focussing on potential changes to performance in the first turn. This monitoring process is ongoing.

## **NMB UPDATE**

- Concerns were raised by some NMB Community Forum (NCF) members about the objectives of two Workplan activities proposed by local community groups (the ILS minimum night time joining point review and the Fair and Equitable Dispersal study) and the construct of the steering groups being set up to guide them. These issues were being addressed and it was hoped a satisfactory solution could be reached.
- The last NCF meeting took place on 11 May 2021 where NaTMAG members, for the first time, were invited to attend a presentation on aircraft noise charges. Members who attended this part of the NCF found it useful to discuss matters of mutual interest. This could be considered to include NaTMAG members in future NCF agenda items if deemed appropriate. This will be a key message to GATCOM.
- Part of this discussion at the NCF was regarding the annual 2020 Gatwick noise contour report which highlighted that the contour had shrunk quite considerably compared to the previous year. This was mostly attributed to the reduction in traffic leading to a reduction in noise, however it is important to highlight that 6% of this reduction in noise was due to operational changes and airline fleet upgrades. There is a strong financial incentive for airlines to upgrade their fleets and this should be recognised as a contributing factor. This will be a key message to GATCOM, FLOPSC and the NMB.

## AOB

- While in many cases valuable points were being identified through correspondence received by NaTMAG representatives (case in point the identification of the A220 noise anomaly) some groups were raising the same points on multiple occasions through various touch points or fora (having already received responses either directly or through other noise management group meetings, i.e. NMB or previous NaTMAG meetings).
- The NaTMAG was itself a valuable asset and therefore it was incumbent on members to exercise some form of judgement over the issues raised through the group.
- It was made clear that NaTMAG would only consider noise issues brought to the meeting by representatives which had some basis for consideration by the assembled subject matter experts.
- It is uncertain whether the next NaTMAG meeting on 5 August will continue to be held virtually or whether Gatwick will be in a position to have face-to-face meetings. If it is to be held virtually, this will have to take place on Microsoft Teams as Zoom will no longer be in use at Gatwick.
- It was noted that the terminology used around pilots and air traffic controllers being out of practice in executing a CDO might be concerning for the uninitiated. It was proposed that 'skill fade' was replaced by an alternative.
- A proposal was drafted post meeting: *Due to the extended period of reduced flying many pilots and air traffic controllers have been getting less time 'in the seat' which can lead to small degradations in the execution of some noise-mitigation focussed procedures purely through being 'out of practice'.*
- END Noise Action Plan Actions selected for the August meeting will be:
  - Action 32: We will ensure that our Noise and Track Keeping (NTK) systems are suitable, relevant and reliable, providing updates as appropriate. Post-meeting note: This is to be focussed specifically on Phase 3 updates.
  - Action 52: We will participate in all activities relating to LAMP – the redesign of the London Terminal Manoeuvring Area (LTMA) and en-route airspace to eliminate chokepoints, alleviate areas of intensive aircraft concentrations, reduce the number of people affected by noise and to create a structure that has capacity to accommodate forecast traffic levels beyond 2040.
  - Action 53: Ensure that local communities are informed about LAMP plans and the progress and airport plans for the integration of Gatwick specific departure and arrival procedures.
- There is concern regarding a comment that was made during the meeting that certain parties are submitting complaints on behalf of others or using third parties to submit complaints on their behalf. Whilst the Gatwick complaints policy makes no reference to this practice, it is ill-advised as Gatwick relies in part on accurate noise complaint data to help focus its work on key areas for noise improvement. The concept of vicarious noise complaints potentially leads to the contamination of noise complaint data, misrepresents the noise climate, and may lead to the misdirection of effort. GAL will give consideration to amending the complaints handling policy in light of this development. NATMAG will be updated prior to the introduction of any new policy.

## KEY MESSAGES

### KEY MESSAGES TO GATCOM

- The group gave thanks to the airline representatives (easyJet and Wizz Air UK) and ANS for providing clarity on go-arounds and maintenance flights during the meeting.
- The matter of the A220 noise issue has been investigated with Airbus by Gatwick and the DfT and that Pratt & Whitney will be working on a solution to the engine combustor resonance problem.
- An Envirosuite presentation to NaTMAG took place on the upgrade to the airspace and noise performance dashboard including more precise location information and greater levels of detail on airspace and noise, including videos.



- The 2020 annual noise contour has shrunk quite considerably compared with the previous year largely due to the reduction in air traffic. However, it should be noted that 6% of this contour reduction was due to operational improvements and airline fleet upgrades.
- NaTMAG members who attended the finance presentation during the NCF meeting on 11 May were grateful to be included to hear about matters of mutual interest. This could be considered to include NaTMAG members in future NCF agenda items if deemed appropriate.

#### **KEY MESSAGES TO FLOPSC**

- The Airspace Office has continued with its airline engagement program to drive continuous improvement in noise abatement procedures with input on safety also from Airside Compliance. They have met recently with Vueling, Turkish Airlines and Air Baltic and will continue to meet with other airlines in the next few months with 6-month follow-up meetings planned to check-in.
- The 2020 annual noise contour has shrunk quite considerably compared with the previous year largely due to the reduction in air traffic. However, it should be noted that 6% of this contour reduction was due to operational improvements and airline fleet upgrades.

#### **KEY MESSAGES TO NMB**

- The matter of the A220 noise issue has been investigated with Airbus by Gatwick and the DfT and that Pratt & Whitney will be working on a solution to the engine combustor resonance problem.
- An Envirosuite presentation to NaTMAG took place on the upgrade to the airspace and noise performance dashboard including more precise location information and greater levels of detail on airspace and noise, including videos.
- The 2020 annual noise contour has shrunk quite considerably compared with the previous year largely due to the reduction in air traffic. However, it should be noted that 6% of this contour reduction was due to operational changes and airline fleet upgrades.

#### **DATES OF NEXT MEETINGS**

FLOPSC – Wednesday 26 May 2021, 12:30 to 14:00, via teleconference.

GNMG – Tuesday 25 May 2021, 10:00 to 12:00 via teleconference

NaTMAG – Thursday 5 August 2021, 10:00 to 13:00, venue/teleconference TBC

**ANNEX A: ACTION SUMMARY**

Action No/Year	Action/Decision/Next Step	Raised	Responsible	Plan date	Actual date	Status	Comments: Updated July 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. They are looking to install an air quality monitor close to the Gatwick fuelling station to begin testing in the area. The Airspace Office are liaising with Airside Compliance to find a suitable location for monitoring to begin next month. Once results are collected, Ricardo will be asked to provide an update to NaTMAG.
15/2020	ANS to provide an update on go-around activity at the February 2021 meeting.	Nov 2020	AO	May 2021	May 2021	CLOSED	ANS and airline representatives provided an update on go-arounds during the meeting.
02/2021	ANS to update on maintenance flights at the May meeting.	Feb 2021	ANS	May 2021	May 2021	CLOSED	ANS and airline representatives provided an update on maintenance flights during the meeting.
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	May 2021	CLOSED	The Airspace Office enquired with Airside Compliance regarding APU dispensations for HEPA filter usage. APU dispensations have been added to the Ground Noise Summary, however Airside Compliance do not monitor specifically the use of HEPA filters as this data would be airline specific. As it is not a compliance issue and there have been no dispensations for APU applied in Q1, NaTMAG agreed to close this action. However, if APU dispensations increase, this action could be reopened in future.

04/2021	Airspace Office to give an update on Actions 17, 31 and 47 at the May NaTMAG meeting.	Feb 2021	AO	May 2021	May 2021	<b>CLOSED</b>	An update on the three selected END Noise Action Plan Actions was provided during the meeting.
07/2021	DfT to give an update on the Airbus A220 arrival 'whine' noise issue at the next meeting.	Feb 2021	DfT	May 2021	May 2021	<b>CLOSED</b>	The DfT provided an update on the Airbus A220 'whine' noise issue during the meeting.
08/2021	Airspace Office to share ANS slides on go-arounds and maintenance flights.	May 2021	AO	May 2021	May 2021	<b>CLOSED</b>	Circulated on 21 May 2021.
09/2021	Chair of the NEX to circulate NMB Workplan to NaTMAG members.	May 2021	NEX	Aug 2021	May 2021	<b>CLOSED</b>	Circulated on 21 May 2021.
10/2021	Airspace Office to amend the Q1 2021 Airspace Office quarterly report based on comments from NaTMAG.	May 2021	AO	May 2021	May 2021	<b>CLOSED</b>	Completed.
11/2021	Add detail on airline engagement to the Q2 2021 Airspace Office quarterly report.	May 2021	AO	Aug 2021	July 2021	<b>CLOSED</b>	Completed.
12/2021	Airspace Office to circulate the link to the new upgraded airspace and noise performance dashboard once live.	May 2021	AO	June 2021	June 2021	<b>CLOSED</b>	Circulated on 17 June 2021.

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