

**THE NOISE & TRACK MONITORING ADVISORY GROUP (NaTMAG) Thursday 4th August 2022
(virtual meeting)**

IN ATTENDANCE

Kimberley Heather (Chair)	Gatwick Airport Ltd – Airspace Office and Chair to NaTMAG
Lochlan Allison	Gatwick Airport Ltd – Airspace Office and Secretary to NaTMAG
Goran Jovanovic	Gatwick Airport Ltd – Airspace Change Manager
Rebecca Mian	Gatwick Airport Ltd – Noise Management Initiative Manager
Wojciech Witkowski	Gatwick Airport Ltd – Airspace Office
Alan Jones	GATCOM
Liz Kitchen	GATCOM
Liz Lockwood	GATCOM
Malcolm Fillmore	GATCOM
Mike George	GATCOM
David Monk	Crawley Borough Council
Leon Hibbs	Reigate and Banstead Borough Council
Richard Streatfeild	GACC
Ian Greene	Department for Transport (DfT)
Vicki Hughes	Air Navigation Solutions (ANS)
Andrew Burke	NATS
Fernando Talarico	NATS
Matt Hadden	NATS
Katie Baker	Egis
Nick Rand	Ricardo
Nigel Gibson	Ricardo

APOLOGIES

Andy Sinclair	Gatwick Airport Ltd – Head of Noise and Airspace Strategy
Jonathan Drew	Noise Management Board Executive Committee (NEX) Chair
Caroline Salmon	GATCOM
Adam Dracott	Mid Sussex District Council
Gary Marshall	Department for Transport (DfT)
Tim May	Department for Transport (DfT)
Kieran O’Shea	Department for Transport (DfT)
Victor Gosling	Air Navigation Solutions (ANS)
Henry Game	Air Navigation Solutions (ANS)
Steve Anderson	NATS

MEMBERSHIP UPDATE

- Kimberley Heather welcomed members to the meeting and hoped everyone was having an enjoyable summer. The Chair further welcomed guests Nick Rand and Nigel Gibson from Ricardo, who were to provide an update on their odour investigations, and Katie Baker from Egis, who was to provide an update on the forthcoming RNN trial. The Chair informed members that the previous Chair to NaTMAG, Lee Howes, has now formally left the company and that she would be assuming full responsibilities of the role, effective immediately.

MINUTES OF THE PREVIOUS MEETING OF NaTMAG

- A query was raised regarding the wording on Page 3, which read “and it was noted that compliance has improved since the removal of the RNAV SID overlay.” The Chair informed members this had already been addressed by the Airspace Office to remove the use of the word “overlay” and be replaced with a more accurate description.
- There were no further comments or corrections to the minutes of the previous meeting.

GATWICK AIRPORT LTD BUSINESS UPDATE

- Gatwick Airport announced an ATM cap in Q2 2022, limiting the number of daily movements to 825 per day in July and 850 per day in August. The airport leadership introduced this cap to allow airlines to operate a more predictable and reliable flight programme, which should provide passengers greater certainty for their summer plans and a better standard of service. This has already contributed to greater operational stability and a reduction in late cancellations.
- The airport facilitated 3.9 million passengers in July 2022, which represents ~85% of 2019 traffic levels, with average load factors for the month at 89%. Passenger forecasts expect August to see around 4.2 million passengers utilise Gatwick Airport for their travels.
- In August this year, JetBlue launch a new daily service to Boston, Massachusetts, while Norse Atlantic Airways commence operations at Gatwick to New York JFK. Emirates have increased their number of daily services to three, adding an additional morning Boeing 777-200 flight to help accommodate passenger demand for their services from London.
- Following the announcement of a passenger cap at Heathrow, various airlines requested slots at Gatwick Airport. Only those with adequate ground handling capability and that remained below Gatwick’s own movement cap were accepted.
- Recruitment is ongoing to hire more security personnel, which is on track to meet the predicted summer demand. Over 90% of passengers are passing through security in less than 10 minutes.
- Works to resurface the main runway commenced in April 2022 and they are currently predicted to conclude during August this year, where around 60% of the runway has already now been resurfaced. Only 9 shifts of works have been cancelled so far, either due to operational reasons or schedule slippage which required the higher capacity main runway to remain operational to meet that evening’s demand.

ACTION TRACKER

Action	Comments
01/2022 Airspace Office to invite Ricardo to provide briefing to NaTMAG on their odour investigations at Gatwick.	▪ Closed – A representative from Ricardo presented their findings at the August 2022 meeting.
06/2022 Airspace Office to provide an organisation chart of their staff for the next meeting.	▪ Closed – Distributed 22 July 2022.
07/2022 Airspace Office to provide an update on END NAP Actions 26, 36 & 45 at the August 2022 meeting in addition to the actions already scheduled for this meeting.	▪ Closed – The Airspace Office provided a full update at the August 2022 meeting.
08/2022 Airspace Office to provide a presentation of their dispensation and	▪ Closed – An update was delivered at the August 2022 meeting.

Action	Comments
night jet processes at the August 2022 meeting.	
09/2022 Airspace Office to amend the wording on Slide 9 of the Quarterly Report.	<ul style="list-style-type: none"> ▪ Closed – Amended and published 17 May 2022.
10/2022 Airspace Office to review the inclusion of remote stand FEGP availability in the Ground Noise Summary at the November 2022 meeting.	<ul style="list-style-type: none"> ▪ Open – Work is ongoing to address this action and results will be presented at the November 2022 meeting.
11/2022 Airspace Office to invite a pilot representative to November 2022 meeting.	<ul style="list-style-type: none"> ▪ Open – The Airspace Office plan to invite a base pilot to the November 2022 meeting in September, after the peak summer flying duties.

END NOISE ACTION PLAN UPDATES

- As per Action 07/2022, an update on Actions 26, 36 & 45 and 14, 29 & 30 was requested by NaTMAG members to be delivered at the August meeting, including:
 - *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.*
 - *Action 36: We will explore the feasibility of introducing an information service for local communities. This could include updates on airport operations, e.g. scheduled northern runway operations, change in runway direction, meteorological information, scheduled number of aircraft movements during the day and night periods, reported thunderstorm activity etc.*
 - *Action 45: Gatwick Airport will implement relevant recommendations resulting from feasibility studies in conjunction with the CAA and the DfT as and when they are released.*
 - *Action 14: We will continue to promote, monitor, seek to improve and report on adherence to the arrival noise abatement procedures detailed in the London Gatwick Aeronautical Information Publication.*
 - *Action 29: We will continue to offer acoustic insulation to noise sensitive buildings within the 60LAeq noise contour.*
 - *Action 30: To address the impacts of future growth we will continue to offer to purchase those properties suffering from both a high level of noise (63dB(A) Leq or more) and a large increase in noise (3dB(A) Leq or more), in accordance with the Terms of Reference of the Property Market Support Bond and Home Owners Support Scheme.*
- For Action 26, the Airspace Office had considered it impractical to take this action forward during the height of the COVID-19 pandemic and work on introducing supplementary charges for airlines which persistently demonstrate poor track keeping is still on hold. Departure track keeping (with the exception of Route 4) continues to remain high, with performance reported regularly through NaTMAG and the Airline Noise Performance Table. Hence, it is unlikely this action will be progressed in 2022 due to higher priority being afforded to other projects, such as departure noise limits, for example.
- The Airspace Office are exploring the use of Microsoft PowerBI to help provide greater insights and allow interrogation of data through the creation of dashboards, in accordance with Action 36.

These dashboards would be accessible via the web and initial feasibility assessments are expected to commence in the coming months. Members requested if a presentation of progress on using PowerBI to show the Airline Noise Performance Table could be provided at the November 2022 meeting.

- **Action 12/2022:** Airspace Office to provide an update on the progress of introducing PowerBI reporting to show the Airline Noise Performance Table at the November 2022 meeting.
- With regards to Action 45, the CAA published CAP2302, a Low Noise Arrival Metric, in January 2022. The metric was catalysed through work initiated by Sustainable Aviation and captured separately in END NAP Action 15. The metric aims to better characterise CDO performance than current metrics which are considered not sufficiently sensitive. Furthermore, GAL is leading a Sustainable Aviation sub-group aiming to create the plans necessary to implement the recommendations of CAP2302 at Gatwick and across the UK.
- The Airspace Office regularly and continually report CDO performance, as well as promote arrival noise abatement procedures in updates to GATCOM, FLOPSC and the NMB, as per Action 14.
- The Noise Insulation Scheme (NIS) remains operational, and residents can still apply for a grant to improve their home insulation if they live within the boundary and have not benefited from the scheme previously. So far this year, eight homeowners have benefitted from this scheme, in accordance with Action 29. The Chair informed members that a review of the NIS formed part of the content of the DCO consultation at the end of 2021. A revised NIS will form part of the Northern Runway planning proposal to be prepared for submission to the Planning Inspectorate early in 2023.
- **Action 13/2022:** Airspace Office to update NaTMAG on the Noise Insulation Scheme at the February 2023 meeting.
- Similarly, in accordance with Action 30, all expiry dates for existing bonds, issued to purchase homes suffering from both high levels of noise disturbance and a large increase in noise, have been extended from 2022 to 2030. There have been two applications for the Property Market Support Bond in the past 12 months. The Home Owner Support Scheme will only become operational if GAL applies for planning permission for a second runway.

AIRSPACE OFFICE QUARTERLY REPORT

- Air traffic movements in Q2 2022 have increased again as another quarter-on-quarter increase and the highest number of movements since the onset of the COVID-19 pandemic.
- CDO compliance has decreased by 4.6 percentage points from Q1 2022 and it was thought this could be explained by the continued return of crews becoming re-familiarised with more frequent operations. Members highlighted in the past, extensive use of the northern runway was attributed to both reduced CDO compliance and aircraft joining onto the ILS at closer distances than when operating on the main runway, due to the offset of the runway thresholds. It was proposed the supporting text should better reflect this to help inform communities as to why they may be atypically impacted at night this summer.
- **Action 14/2022:** Airspace Office to amend the supporting text of the Q2 AO report to better explain the impact of the Northern Runway on CDO and joining point performance.
- As the number of movements has increased, so too has the frequency of aircraft undertaking go-around procedures. Runway occupancy accounts for the cause of around a half of all go-arounds this year to date, which mainly included slow rolling departures, slow to vacate arrivals and tight gap spacing between sequenced arriving aircraft.
- Departure track keeping has reduced in Q2 2022 by 1.4 percentage points compared to Q1 2022, with a lowest value of 96.3% in June. However, track keeping on all routes remained above 99% with the exception of Route 4 (92.3%) and Route 9 (95.0%). Members were informed engagement with airlines continued, such as Emirates, a key element of which was aimed to improve departure track keeping performance. It was further highlighted the commentary in the report regarding track keeping should emphasise that although routes such as Route 9 / WIZAD are not currently being utilised often (20 departures in 2022 to date), the route remains available for use as a tactical

offload route. Hence, it would be helpful to highlight to communities the existence of these route options to help prevent misunderstandings over airspace or operational changes at Gatwick.

- **Action 15/2022:** Airspace Office to amend Q2 AO report supporting text to highlight the availability of WIZAD routes remains, despite their low usage.
- To the end of Q2 2022 and Week 14 of the Summer Season, 4,360 movements had operated from Gatwick in the core night period (37.8% of the total allocation). It was highlighted that although the actual number of night movements in Figure 32 seemed to exceed the number of scheduled movements, there exists a considerable buffer from what is scheduled to the overall movement cap. Furthermore, the Airspace Office were confident that Gatwick would remain below this night restriction cap by the end of the season.
- Members inquired as to why the Charlwood NMT had been removed from service. The Chair informed members the site was withdrawn after an act of vandalism had occurred to the equipment. Work was currently ongoing to source a new site for the monitor as soon as possible and re-commence data collection once again.
- Both the number of complaints and complainants rose in Q2 from Q1 2022. The rise correlated with the ramp up in operations again after the re-opening of the South Terminal and commencement of the summer season. As aircraft begin to fly over certain areas at a frequency akin to operations before the pandemic, this may explain the increase in new complainants who were unaccustomed to what typical pre-pandemic operations were.
- It was asked how many of the complainants listed in the report were from Dorking itself, rather than the wider area as shown in the report, where the Chair informed members only one complainant resided in the centre of the town. It was further asked what correlation existed between the nature of operations at the airport and the submission of complaints. Although some insights could be drawn, such as a prolonged period of easterly operations in March and April 2022 causing an increased number of complaints from those who normally do not experience such frequency of overflight, ambiguity remained over the cause of many noise complaints received by the airport. Work was still ongoing with the Gatwick NTK system service provider to introduce complaint categorisation to the reporting produced by the Airspace Office.

DFT UPDATE

- The DfT published their future strategic framework for the aviation sector, Flightpath to the future¹ on 26 May 2022. This strategy includes a 10-point plan of how government and industry can work together to nurture a successful aviation sector. Although the strategy makes limited mention of noise, this does not mean that the DfT's work on aviation noise has reduced and work is ongoing to develop policy proposals first set out in in 2018 in the Aviation 2050 consultation.
- The Government further published their framework for delivering net-zero carbon in aviation by 2050, Jet Zero strategy², on 19 July 2022. Although this report is naturally focused on the decarbonisation of the industry, it does also make reference to initiatives to reduce aviation noise pollution.
- At the end of June 2022, the CAA's Environmental Sustainability Panel³ met for the first time, which now is responsible for the majority of functions formally held by ICCAN, amongst other matters.
- The DfT wanted to make specific reference to various erroneous publications that may have been viewed by members in recent months, regarding possible changes to the current night flight restrictions at the designated airports. To clarify, no changes or relaxations have been made or are currently intended to be made by the Secretary of State to the current night flight restrictions. Furthermore, the DfT is content with the current application of the night flight regime at Gatwick.
- It was proposed that the update correcting claims made that any changes to current night flight restrictions were false, be a key message GATCOM, FLOPSC and the NMB.

¹ <https://www.gov.uk/government/publications/flightpath-to-the-future-a-strategic-framework-for-the-aviation-sector>

² <https://www.gov.uk/government/publications/jet-zero-strategy-delivering-net-zero-aviation-by-2050>

³ <https://www.caa.co.uk/our-work/about-us/the-cao-s-environmental-sustainability-panel/>

- Members enquired as to the progress of future night flight policies, where the DfT informed members that responses to the recent consultation were still being reviewed, with no major announcements expected before 2023.

RICARDO BRIEFING (INC. ODOUR INVESTIGATIONS AT GATWICK)

- Ricardo was commissioned to complete a preliminary odour assessment study of the air quality surrounding Gatwick Airport in 2019. Pollutants from the aviation industry are well documented and understood, however attempting to assess the nuisance airport odour creates is a more complex challenge. Based on available literature, Ricardo decided to complete a two-part approach to best predict the impact produced by Gatwick Airport.
- The first stage of the project attempted to predict the impact using a dispersion modelling approach. A measure of odour was linked to the concentration of volatile organic compounds (VOCs) using a RW JT8D-219 engine (Winther, 2006) and applying this to a typical period of movements at Copenhagen Airport in 2001/2002, a dispersion model was created. This model was then applied to typical 2018 movements at Gatwick Airport to produce a VOC impact forecast for the local area surrounding the airport. This model indicated that the main impact of odour focused around the aircraft stands and taxi routes runway, however the most significant off-site impact spreads north to Horley.
- This modelling provided a theoretical impact zone around the airport where it was likeliest the effect of odour would be experienced. The second stage of the project aimed to measure the impact using a sensor approach. Two photoionisation detectors (PIDs) were used to measure hydrocarbons likely present in jet fuel. The first PID was installed at the eastern end of the main run, with data collected from 7 November to 1 December 2019. Two peaks were identified; one to the southwest which may be related to aircraft using the runway, and another local source, which may be linked to vehicles using local roads within and outside the airport. The second PID was installed near the fuel tank farm between 1 September and 23 November 2021. Unfortunately, this period of monitoring occurred during the COVID-19 pandemic and may reflect significantly reduced airport operations. A peak to the southwest was identified, which may be related to tanker movement through the airside access point or cargo area, with smaller peaks associated with activities near the North Terminal.
- The use of PIDs to monitor VOCs seems promising, however the current approach only measured non-specific VOCs and hence data appraisal must be careful when trying to differentiate between a range of activities. The project allows future scope to deploy several sensors both at locations where refuelling is concentrated, and in Horley where it is likely most impacted.
- Members emphasised the need to monitor odour, such as this project, in local communities. Ricardo highlighted this was the first project of its kind and the primary focus was identifying any VOCs first before narrowing focus down. Unfortunately, the technology in PIDs is not as sensitive as the human nose and it was important to focus on detecting the airport sources first before further investigation can take place.
- Members requested if Ricardo could make the presentation slides available for distribution after the meeting.
- **Action 16/2022:** Airspace Office to circulate the Ricardo Odour presentation to members.
- Ricardo provided an update to NaTMAG on their research investigation into the impact of odour at Gatwick Airport. Modelling suggested Horley would be most likely affected by odour, while volatile organic compound measurement near the fuel farm indicated the fuel farm, cargo area and operations associated with the North Terminal as likely sources of odour. This was to be a key message to GATCOM and the NMB.

AIRSPACE OFFICE NIGHTJET PRESENTATION

- All movements into and out of Gatwick Airport between 23:30 and 06:00 hours (local) are monitored and recorded against the night quota period limit of 11,200 movements and 5,150 quota

count (QC) points. Where a season previous is underutilised, leftover quota (up to a maximum of 10%) can be carried over for use in the next season.

- The DfT provide framework to apply for dispensation for movements which were affected by exceptional circumstances and delayed due to these reasons into the core night period. A maximum number of potentially dispensable movements each evening is defined as the difference between the number of movements scheduled to operate outside of the core night but were delayed into this period (“unscheduled”) and the number of movements originally scheduled to operate in the night period, but that actually operate outside these hours (“avoided”).
- The Airspace Office identify all movements where potential to apply dispensation exists through a netting process. Subsequently, a wide range of evidence is collected to explain why each of these flights were delayed into the night, from sources including the airlines, ANSPs, EUROCONTROL etc. From this evidence, only flights with evidence eligible for dispensation (in accordance with DfT guidance) and where widespread and prolonged disruption occurs, have dispensations granted to remove these from the night quota limits.
- The threshold for dispensation was challenged by members, as was the degree of current dispensation exceptionality and eligibility. Members were reassured as to the importance applied to the overall dispensation process and night flying restrictions. Only movements where exceptional circumstances occurred and evidence exists, have dispensation applied for by the Airspace Office.
- Members further questioned whether the number of flights at night were increasing. The Airspace Office reminded members that the nightjet movement quota of 11,200 summer movements applied to the airport has not changed since the last DfT review in 2017 and is not set to change before the end of 2024.
- It was also questioned what penalty existed for incorrectly applying dispensation to movements which were not eligible. Due to the close working relationship between the Airspace Office and DfT, where matters were routinely challenged and discussed between the two parties, there is no need for formal sanctions. If such a circumstance occurred, the DfT would inform the airport that certain flights did not meet the threshold for dispensation and that they would count towards the night flight quota. The penalty in essence would be the commercial impact this would have to the airport and airlines; the flights may have to be assigned resource from the pool of night movements, limiting their use elsewhere, or flights later in the season may need to be rescheduled to prevent usage of the night period, or even cancelled. *(Post-meeting note: an incentive to ensure compliance does indeed exist, as if the airport and airlines exceeds the basic movement allocation plus any permitted carry-over from the previous season by up to 10% of the current season’s allowance, the following season’s allowance is reduced by the excess, further compounding the commercial impact. Any excess greater than 10% of the current season’s allowance, up to 120% of that season allowance would see the following season’s allowance reduced by the amount of the excess up to 10% and double the excess over 10%. If movements exceed 120% of the basic movement allocation that is a breach of the restrictions. The Airspace Office reassured members Gatwick Airport Limited had a monitoring and management process in place involving the airlines operators and ACL (the slot coordinator) to ensure that the night flight quota limits are not exceeded.)*
- Members noted these points but wanted to reiterate their concern towards the number of dispensations granted. Furthermore, some members expressed concern that the current DfT restrictions do not account for the lived experience by communities.
- The DfT reminded members of the work being completed through recent consultation on night flying restrictions and how the guidance related to this matter, including dispensations, may change in the future. Additionally, a research project to investigate the impact of night flights on local communities’ sleep continues this summer (supported by actual noise data provided by the Airspace Office), which is expected to share more detailed insights on the matter. Furthermore, the DfT informed members that proactive action to review the eligibility of night flight dispensations had occurred previously in 2018, when the exceptionality of ATC capacity as a reason for eligible

delay was scrutinised. The DfT continue to monitor evidence submitted by the airport to ensure conformance with the guidance.

RNN UPDATE

- Gatwick Airport is planning a Reduced Night Noise (RNN) trial to assess the extent to which performance-based navigation (PBN) can deliver benefits to local stakeholders, through changes to the flight path management of aircraft arriving during the night. The flight profile of modern aircraft can be controlled in a more accurate manner through the use of PBN, which may be able to reduce the number of outlier aircraft which fly significantly lower and hence noisier than other aircraft. Furthermore, the trial outputs will inform future work on FASI-S on the benefits and drawbacks of PBN routes.
- The 6-month trial, which is the first of its kind, is planned to start on 26 January 2023 and will occur between the hours 0130 and 0500 local. Sixteen PBN routes, four to each runway end, have been designed and overlaid on the 2017 arrivals swathe.
- Mobile noise monitor terminals (NMTs) will capture noise data both before the trial (i.e. baseline data) and during the trial to allow for comparison.
- The trial may be suspended for operational reasons (e.g. high levels of traffic, weather avoidance etc.) or if the trial is not meeting its objectives.
- In line with the CAP1616 requirements for an airspace trial, a formal request to restart the trial was submitted to the CAA on 17 March 2022. After key stakeholder engagement and briefings, the Trial Submission Pack⁴ was updated and submitted to the CAA portal on 27 July 2022, while the Instrument Flight Procedure designs update is planned to be submitted in early August. (*Post-meeting note: The IFP Submission was submitted to the CAA on 9 August*).
- Members queried why the trial was planned for the winter season, when traffic movements are lower. Significant engagement with communities was undertaken during 2017-2019, during which time it was agreed that the trial would not take place during the summer due to concern amongst some communities that there could be increased disturbance during the night when windows are open, caused by aircraft operating the trial routes. Further to this, due to the novel nature of the PBN trial procedures, they are best managed in low volumes of traffic. If there is a high volume of traffic on a particular night or if the traffic is bunched together, then NATS may suspend the trial and resume vectoring procedures. This could result in reduced data capture during the summer.

NMB UPDATE

- Due to time constraints in the meeting and the limited information currently available to update members with, a more detailed NMB update is to be scheduled at the November 2022 meeting.

AIRSPACE UPDATE (INC. ROUTE 4)

- The Airspace Office confirmed documents relating to Stage 2 of the Route 4 Airspace Change Proposal (ACP) were submitted to the CAA on 15 July 2022, subject to their awaited response.
- An updated stakeholder engagement report on FASI-S progress is scheduled to be published in the oncoming weeks, while a briefing on the initial options appraisal is planned for September 2022 to update local parish councils on developments.
- Members asked why parish councils had not been involved in FASI-S engagement yet. The Airspace Office informed members that county councils and boroughs have already been engaged from the onset with progress in the work, however, as a clearer picture starts to develop of what options may be appraised, input from more definitive groups affected, such as these parish councils, is now needed.

⁴ <https://airspacechange.caa.co.uk/PublicProposalArea?pID=87>

AOB

- Members asked if a response could be provided by the Airspace Office to questions submitted by some who provided apologies to the meeting.
- **Action 17/2022:** Airspace Office to provide a response to questions submitted, but not answered due to time constraints, and distribute among members.
- The Chair informed members that the next meeting of NaTMAG, currently scheduled to take place on 3 November 2022, would be moved to Thursday 10 November 2022.

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 DfT informed NaTMAG of corrections that need to be made following various erroneous publications in the media, regarding changes to current night flight restrictions. There have been no changes or relaxations by the Secretary of State to the current night flight restrictions at the designated airports.
- Ricardo provided an update to NaTMAG on their research investigation into the impact of odour at Gatwick Airport. Modelling suggested Horley would be most likely affected by odour, while volatile organic compound measurement near the fuel farm indicated the fuel farm, cargo area and operations associated with the North Terminal as likely sources of odour.

KEY MESSAGES TO FLOPSC

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DATES OF NEXT MEETINGS

FLOPSC – Wednesday 28 September 2022, 13:30 to 15:00, via teleconference.

GNMG – Wednesday 14 December 2022, 10:00 to 12:00 via teleconference.

NaTMAG – Thursday 10 November 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 November 2022
01/2022	Airspace Office to invite Ricardo to provide briefing to NaTMAG on their odour investigations at Gatwick.	Feb 2022	AO	Aug 2022	Aug 2022	CLOSED	Ricardo presented their findings at the August 2022 meeting.
06/2022	Airspace Office to provide an organisation chart of their staff for the next meeting.	May 2022	AO	Aug 2022	Aug 2022	CLOSED	Distributed to members on 22 July 2022.
07/2022	Airspace Office to provide an update on END NAP Actions 26, 36 & 45 at the August 2022 meeting in addition to the actions already scheduled for this meeting.	May 2022	AO	Aug 2022	Aug 2022	CLOSED	Update presented at August 2022 meeting.
08/2022	Airspace Office to provide a presentation of their dispensation and night jet processes at the August 2022 meeting.	May 2022	AO	Aug 2022	Aug 2022	CLOSED	Update presented at August 2022 meeting.
09/2022	Airspace Office to amend the wording on Slide 9 of the Quarterly Report.	May 2022	AO	Aug 2022	Aug 2022	CLOSED	Distributed to members on 17 May 2022.
10/2022	Airspace Office to review the inclusion of remote stand FEGP availability in the Ground Noise Summary at the November 2022 meeting.	May 2022	AO	Nov 2022		OPEN	
11/2022	Airspace Office to invite a pilot representative to November 2022 meeting.	May 2022	AO	Nov 2022		OPEN	
12/2022	Airspace Office to provide an update on the progress of introducing PowerBI reporting to show the Airline Noise Performance Table at the November 2022 meeting.	Aug 2022	AO	Nov 2022		OPEN	
13/2022	Airspace Office to update NaTMAG on the Noise Insulation Scheme at the February 2023 meeting.	Aug 2022	AO	Feb 2022		OPEN	
14/2022	Airspace Office to amend the supporting text of the Q2 AO report to better explain the impact of	Aug 2022	AO	Nov 2022	Nov 2022	CLOSED	Amended and distributed 31/08/22

	the Northern Runway on CDO and joining point performance.	Aug 2022					
15/2022	Airspace Office to amend Q2 AO report supporting text to highlight the availability of WIZAD routes remains, despite their low usage.	Aug 2022	AO	Nov 2022	Nov 2022	CLOSED	Amended and distributed 31/08/22
16/2022	Airspace Office to circulate the Ricardo Odour presentation to members.	Aug 2022	AO	Nov 2022	Nov 2022	CLOSED	Distributed 31/08/22
17/2022	Airspace Office to provide a response to questions submitted, but not answered due to time constraints, and distribute among members.	Aug 2022	AO	Nov 2022	Nov 2022	CLOSED	Provided and distributed 31/08/22

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