

**THE NOISE & TRACK MONITORING ADVISORY GROUP (NaTMAG) Thursday 12<sup>th</sup> May 2022  
(virtual meeting)**

---

**IN ATTENDANCE**

Kimberley Heather (Chair)	Gatwick Airport Ltd – Airspace Office and Acting Chair to NaTMAG
Lochlan Allison	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
Rebecca Mian	Gatwick Airport Ltd – Noise Management Initiative Manager
Tara Whittaker	Gatwick Airport Ltd – Airspace Office
Wojciech Witkowski	Gatwick Airport Ltd – Airspace Office
Jonathan Drew	Noise Management Board Executive Committee (NEX) Chair
Mike George	GATCOM
Liz Kitchen	GATCOM
Liz Lockwood	GATCOM
Alan Jones	GATCOM
Adam Dracott	Mid Sussex District Council
Leon Hibbs	Reigate and Banstead Borough Council
Richard Streatfeild	GACC
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)
Andrew Burke	NATS

**APOLOGIES**

Lee Howes	Gatwick Airport Ltd – Airspace Office and Chair to NaTMAG
Caroline Salmon	GATCOM
Malcolm Fillmore	GATCOM
David Monk	Crawley Borough Council
Ian Greene	Department for Transport (DfT)
Henry Game	Air Navigation Solutions (ANS)
Vicki Hughes	Air Navigation Solutions (ANS)
Matt Hadden	NATS

**MEMBERSHIP UPDATE**

- Kimberley Heather introduced herself as the Acting Chair for the meeting, after apologies were received from the current Chair. The Chair welcomed everyone to the meeting, including introducing Rebecca Mian to members as the newest member of the Airspace Office. Furthermore, the Chair notified members that Margot McArthur would be stepping down from her role in the group, while Caroline Salmon from Mole Valley District Council would be rejoining the group, however sadly had to pass on their apologies for this meeting.
- With the various staff changes to the Airspace Office in recent months, it was asked if the Airspace Office could provide an organisation chart to members, detailing the reporting relationships and responsibilities held within the office.
- **Action 06/2022:** Airspace Office to provide an organisation chart of their staff for the next meeting.

**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>23/2021</b> NATS to provide an update in the May 2022 NaTMAG meeting following the winter season of the KENET route availability change.	<ul style="list-style-type: none"> <li>▪ <b>Closed</b> – NATS provided their update at the May meeting.</li> </ul>
<b>01/2022</b> Airspace Office to invite Ricardo to provide briefing to NaTMAG on their odour investigations at Gatwick.	<ul style="list-style-type: none"> <li>▪ <b>Open</b> – A representative from Ricardo has been invited to join the August 2022 meeting.</li> </ul>
<b>02/2022</b> The Airspace Office are to provide the GIS shapefiles from Figures 5 and 6 from the Ricardo report.	<ul style="list-style-type: none"> <li>▪ <b>Closed</b> – The Shapefiles were circulated to members who had requested this action on 5<sup>th</sup> May 2022. No further members made it known that they requested access for these files.</li> </ul>
<b>03/2022</b> Airspace Office to provide an update on the progress of END Noise Action Plan Actions 8, 13 and 20 at the May NaTMAG meeting.	<ul style="list-style-type: none"> <li>▪ <b>Closed</b> – An update was delivered at the May meeting.</li> </ul>
<b>04/2022</b> Airspace Office to review how the Ground Noise Summary is presented to NaTMAG.	<ul style="list-style-type: none"> <li>▪ <b>Closed</b> – An update was delivered at the May meeting.</li> </ul>

**END NOISE ACTION PLAN UPDATES**

- As per Action 03/2022, an update on Actions 8, 13 and 20 was requested by NaTMAG members to be delivered at the May meeting, including:
  - *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.*
  - *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.*
  - *Action 20: We have an annual limit of no more than 5% off-track departures. In future, we will compare on an annual basis the percentage of off-track departures against the average performance over the previous five years.*
- For Action 8, the Airspace Office actively monitor movements occurring in the night period on a daily basis. Winter seasons typically underutilise movement and quota count (QC) limits, which was the case for Winter 2021/2022. This is not the case in the summer season. The Airspace Office work very closely with Gatwick colleagues in Sales and Ops Planning and Airport Coordination Limited (ACL) to proactively manage the allocation of night flights including the impact of late running of aircraft. It was noted, however, that Gatwick Airport is only one node in the network and there are many contributing factors to delayed aircraft inbound to Gatwick, including European airspace and ATC. Hence a number of other departments across the airport also contribute to the management of late running aircraft.
- With reference to Action 13, the Airspace Office regularly report key arrival statistics, such as Continuous Decent Approach (CDA) and joining point (JP), to FLOPSC. These statistics form common discussion topics at the NMB and Sustainable Aviation (SA) as well. The Airspace Office

has held individual engagement sessions with three airlines already this year in 2022, including JetBlue, Scoot and Vueling. The latter example would go on to highlight the importance of this type of engagement. After meeting with Vueling in April 2021, where their CDA compliance was 69% in April 2021, Vueling's most recent compliance figure was 90% for March 2022, an improvement of 21% over the course of the year. In line with its objective to improve operational performance the Airspace Office will be meeting with more airlines over the course of the year.

- With reference to Action 20, annual track keeping at Gatwick Airport has exceeded the 95% target from Action 20 for every year in the last fifteen years. It was challenged that this does not include Route 4, where track keeping characteristics are more complex. However, in Q1 2022, Route 4 track keeping was maintained over 95% and it was noted that compliance has improved since the removal of the RNAV SID procedure. The Airspace Office work closely with airlines and coding houses (responsible for the programming of the aircraft's flight management systems) to ensure compliance with the SID. Furthermore, the route had been designed to incorporate an element of aircraft dispersion (for noise management purposes) while completing the turn, meaning a wider departure swathe and hence non-perfect compliance was intrinsic by nature. It was noted that early indications from the feedback to the Route 4 ACP was showing that many communities would prefer dispersion in the turn. Higher levels of NPR track conformance could be achieved in the future with a design that enabled a concentration of traffic through the first turn.
- Members shared their concerns that no updates on END NAP Actions 26, 36 and 45 were scheduled to be delivered at the May meeting. The Airspace Office explained its interpretation of Action 03/2022 was that updates were to be supplied retrospectively. However, members further noted that this would disrupt the progress of the delivery schedule; effectively skipping a meeting. It was agreed that an update for these actions, in addition to the END NAP actions already scheduled for August 2022, would be provided at that meeting.
- **Action 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.

## GATWICK AIRPORT LTD BUSINESS UPDATE

- Gatwick Airport facilitated 6.3 million passengers in 2021, a 40% reduction from 2020 (10.6 million passengers) and significantly less than pre-pandemic 2019 levels (46.6 million passengers). However, encouraging signs indicate that a return of passenger numbers could be expected this summer, including a change in UK slot rules and the removal of travel restrictions in many countries.
- April 2022 saw ~2.8 million passengers fly through Gatwick Airport on roughly 18,500 flights; around 70% of 2019 levels. The airport is currently facilitating 600-700 daily movements, however this could be expected to rise to 800-900 per day by August. It is expected the airport will complete 65% of 2019 traffic levels by the end of this year, handling 6.6 million passengers this year already; more than the whole of 2021 combined.
- Members enquired as to whether the 65% expected for 2022 applied for the whole year, however it was explained that the summer is likely to experience traffic levels in excess of this figure in the busiest summer months. Furthermore, it was asked how many seats were currently being filled where it was noted current load factors fluctuated around 70%.
- The sensitivity of flights at night was highlighted, where it was noted traffic levels at night would likely return close to 2019 levels. Members asked the Airspace Office what steps were in place to actively prevent schedule slippage. In addition to the measures previously mentioned, a cross Industry Resilience Group (IRG) was established several years ago to consider various aspects of resilience, including airlines' scheduling. The cap on night flights was closely managed and there were strong penalties in place to drive performance. If there was a breach of the night movement limit a 10% reduction to an airport's limit would be applied for the following season, incentivising strict adherence to airlines' allocations. Members then went on to highlight the important role dispensations take as a compromise of not penalising airlines for events beyond their control, while not causing undue burden on local communities. The Airspace Office

emphasised the seriousness with which they assess night flight dispensations, in accordance with strict DfT criteria. It was then proposed the Airspace Office should further explain their dispensation and night flight process to members for further clarity at the next NaTMAG meeting and make this a key message to the NMB and GATCOM.

- **Action 08/2022:** Airspace Office to provide a presentation of their dispensation and night jet processes at the August 2022 meeting.
- Members were reminded dispensations for flights delayed due to works resurfacing Gatwick Airport's main runway would not receive dispensation to operate in the night as these are planned works.
- The main runway resurfacing project commenced in April 2022 and is currently scheduled to complete by mid-July 2022. Two batching plants have been constructed to provide the asphalt needed to resurface the entire main runway. Works will be completed at night, where the main runway will be closed from 21:00 to 05:30 each night and operations will then switch to the northern runway. However, capacity restraints exist while operating on the northern runway and hence Gatwick Airport are in discussions with airlines in order to manage flight schedules during the night. The main runway is brought back operational each morning at 05:30 to allow facilitation of the busy morning schedule, which is important for on-time performance throughout the day. The works will be dependent on the weather conditions and the Airspace Office will continue to monitor flight performance as usual.

#### AIRSPACE OFFICE QUARTERLY REPORT

- Noteworthy outcomes from the quarterly report included a consecutive increase in traffic levels since the onset of the COVID-19 pandemic and the return of busy airline schedules to Gatwick; 17 airlines qualified to be included on this quarter's Airline Noise Performance Table (ANPT).
- Members highlighted news that an airline operating at Gatwick was planning to remove seats from their aircraft in order to allow their operation with fewer crew and questioned what effect that would have on QC/seat values. However, these plans only include the removal of 6 seats per ~156 seated A319 aircraft, which would likely have negligible impact on these figures, considering the airline in question operates sizeable A320 and A321 aircraft fleets also.
- Members raised concerns at possible conclusions being inferred about CDO performance and the east/west split in runway operation. Although easterly CDO compliance remained consistently better than westerly compliance in Q1 2022 and throughout 2022 direction, members highlighted that before the COVID-19 pandemic, westerly CDO compliance had historically been better maintained than when on easterly operations. The Airspace Office agreed to amend the wording to prevent any incorrect inferences being made.
- **Action 09/2022:** Airspace Office to amend the CDA wording on Slide 9 of the Quarterly Report.
- Members highlighted that the AIP states flights shall not overfly the town of Horley and that noting the altitude of Horley overflight infringements in the Quarterly Report should not subtract from that. The Airspace Office noted this point but mentioned the values had been included to provide an element of narrative and context. All instances of Horley overflight, no matter how minor, are forwarded to NATS for investigation, but that causes such as weather and ATC intervention cannot rule out all instances of infringement.
- The change in core service standards which resulted in the removal of remote stand FEGP availability was noted by members, including the potential for disturbance these stands could cause to local communities. It was hence proposed to review the inclusion of remote stand FEGP availability later in the year.
- **Action 10/2022:** Airspace Office to review the inclusion of remote stand FEGP availability in the Ground Noise Summary at the November 2022 meeting.
- Furthermore, members asked if a return of the ground noise reports previously produced before the pandemic would return? The Airspace Office informed members this report was compiled by Aerodrome Compliance, who no longer possess the capability to recommence this report. The Chair suggested the data currently included in the Quarterly Report neatly surmises the same data

the larger report would present and that no real benefit could be seen from reinstating this additional report.

- Members requested that the ANPT be made available on the website<sup>1</sup>, separate from the quarterly report, to which the Airspace Office stated work was currently ongoing to complete this soon. Members specifically highlighted the poor CDO compliance of JetBlue and questioned what was being done to address this. NATS interjected to state this issue was of high importance and that this was due to the airline recently commencing operations in the UK and Europe. NATS and the Airspace Office have both separately engaged with them already and the airline is addressing the matter. JetBlue have communicated that their pilots are US-based and are relatively new to learning UK-specific operations such as CDA. They are undergoing a vigorous training regime in the US which comprises ex-Emirates pilot instructors familiar with Gatwick procedures.
- It was asked when last departure noise limits were revised since no departure noise infringements had occurred for a significant period of times, where the Airspace Office stated the NMB delivery group were meeting next week to discuss the matter. The meeting was reminded these noise limits were set by Government, not Gatwick. However, a local initiative to review the Gatwick Departure Noise Limits was in train. Initial work had been completed pre-COVID and next steps formed part of the NMB's current workplan, a detailed briefing on this initiative had been provided at the August 2021 NaTMAG.
- The detail in Annex C was questioned, for the reporting of 8NM joining point data to FLOPSC as a safety feature, when it was contended by one member that the process provides stabilisation to maximise capacity and wondered about the impact on the different speeds at which arriving aircraft fly and the detrimental impact that would have on capacity, and hence the matter should feed into NaTMAG as an item affecting noise abatement rather than FLOPSC. The conflation of specific safety issues and requirements and the monitoring of the noise abatement requirements had been discussed by NaTMAG at length previously (See NaTMAG 4 February 2021 meeting minutes) and had resulted in amendment to the wording of the quarterly report explanatory text at the request of members. It was also suggested by one member that joining points as close as 3NM miles were used by other airports. Joining point data for aircraft within 10NM continues to be reported to NaTMAG in the quarterly report summary with a detailed breakdown of joining point data included at Annex A as this is relevant to traffic distribution and noise impacts. It was explained that the CAA regard the 8NM joining point as a safety feature first and foremost (versus the noise abatement requirements of 6.1NM day - although this is expressed as an altitude in the UKAIP - and 10NM night) aligned to a global initiative that focussed on stabilised approach. Although airports elsewhere in the world may accept arrivals joining at distances closer than 8NM, the safety case the process presents by allowing crew to fully configure for landing at safe distances outweighs any capacity benefits afforded.
- In relation to the question about capacity and stabilisation NATS reminded members that it was providing a safe orderly sequence, whether that was for a single arrival or a stream of arrivals. Irrespective of the volume of traffic, the imperative was for the safe and stable delivery of aircraft to the runway in accordance with the extant procedures. With regard to speed control and stabilised approaches, 'standardised speeds' were utilised: 220kts downwind, 180 kts base-leg and 160kts till 4DME. These are published in the Gatwick entry of the UK AIP (see post meeting note). Regardless of numbers of arrivals, these speeds are adhered to.
- *Post Meeting Note: For a detailed explanation of the rationale for the oversight of the 8NM ILS minimum joining point (safety procedure) see the [Gatwick Airport Limited – Airspace Office Quarterly Report](#) Annex C. Further details on the noise abatement procedures can be found at Annex B of the same report. The [Gatwick entry of the UK AIP](#) sets out in full the noise abatement procedures at UK AIP EGKK 2.21 and the Gatwick Airport approach procedures at UK AIP EGKK 2.22. During the COVID period of reduced traffic levels NATS conducted a study of arrival speeds for unconstrained aircraft. This was reported to the NMB Delivery Group. It was shown that aircraft fly the nominal speeds, so no arrival speed change is required.*

---

<sup>1</sup> <https://www.gatwickairport.com/business-community/aircraft-noise-airspace/noise-reports/>

- Members asked if the Airspace Office could elaborate as to what go-around reasons were categorised as Operational Reason: Airport, which include instances of runway inspections being required, reports of foreign object debris (FOD) on the runway, or to allow minima separation to be maintained between differing sizes of aircraft types.
- It was noted that 26 night flights were dispensed – in accordance with DfT guidance on dispensations - in Q1 2022, which in this case were due to prolonged delays caused by storms and bad weather, including Storm Eunice in February 2022.
- The Airspace Office reminded members that access to previous data is accessible on the Gatwick Airport website<sup>2</sup>, where similar reports date back several years.
- The location of new complainants was of specific interest to members, many of which may have been caused by a prolonged period of easterly operations in March 2022. Further comments were made that this figure could expect to rise as the number of aircraft movements continue to increase into the summer after a period of quieter skies due to the COVID-19 pandemic.

### **DFT UPDATE**

- The CAA was in the process of taking on the ICCAN responsibilities it had been assigned and will soon announce details regarding both a new sustainability strategy and the members to form its Sustainability Panel<sup>3</sup>, while the DfT's Jet Zero carbon strategy was set to be published in the coming weeks, as well as an aviation strategy document.
- The Airspace and Noise Engagement Group recently concluded five meetings on various topics and the DfT are considering the next steps following these meetings.
- The review of responses to the night flight consultation continues, with a formal response to the consultation planned at the end of next year.
- A research contract has been awarded to investigate the impact of night flights on local communities' sleep this summer. Members asked if conclusions from this study would arrive before the next night flight consultation review, to which it was said results from the first phase (the social survey) should be out, but results from the second phase (the objective sleep study) will not be. Furthermore, it was asked whether the study would be longitudinal and gather evidence over a prolonged period of time as originally envisaged. It was confirmed that funding had been secured for two years for a general attitudes survey, although there was no commitment to a longer-term study this remained an open question.
- It was proposed that the update detailing the transfer of ICCAN responsibilities, the night flight sleep study and Jet Zero strategy form a key message to GATCOM and the NMB.

### **NATS UPDATE (INCL. WINTER KENET AVAILABILITY)**

- NATS informed members of work undertaken collaboratively with Gatwick Airport last autumn to remove some winter routing restrictions for westbound traffic. The changes occurred from November 2021 to February 2022 and will reoccur annually.
- The change focused on allowing westbound traffic, primarily using the North Atlantic tracks, file flight plans via KENET, something only previously available to flights to Northern Ireland and the Republic of Ireland. Planned flight routes below 7,000ft and departure routes remained unaffected. This change allowed for more efficient routings in winter, however utilisation was dependent upon the entry points in use on the North Atlantic tracks.
- Due to low winter 2021/22 traffic levels, only some departures were able to take advantage of this routing change, but of those that did, sizeable savings in CO<sub>2</sub> emissions were made. It is thought these CO<sub>2</sub> savings scale with number of movements. This would be a key message to GATCOM, FLOPSC and the NMB.
- It was highlighted this change only applied to which aircraft could fly the route and no changes were made to the actual routing. Previously, departures would be held longer at lower altitudes

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

<sup>3</sup> <https://www.caa.co.uk/consumers/environment/noise/caa-noise-advisory-functions/>

due to the nature of the routing through the London airspace; the Airspace Modernisation Programme will aim to address these challenges more systematically through FASI-South.

### UPDATE TO COMPLIANT ENQUIRY FORM

- The Airspace Office informed members that a reCAPTCHA facility had been added to the online complaint enquiry form on 7<sup>th</sup> March 2022.
- A presentation of evidence was shown to members, highlighting the trend in number of complaints submitted by one individual complainant. The Airspace Office first started investigating the nature of this individual's complaints after they submitted 198 complaints on 28<sup>th</sup> February 2022 in 9 hours; there were only 189 Gatwick movements during this time, roughly split 50/50 arrivals and departures. Suspecting possible abuse of the system, the Airspace Office requested a reCAPTCHA facility be added to the form, which has subsequently reduced exceptionally high numbers of complaints from this complainant.
- The Airspace Office also informed members that work was ongoing to both setup a form of complaint categorisation for deeper analysis of complaints; and account registration, where complainants can log in with some details already populated, while minimising the possibility of system misuse.
- Members questioned whether the Airspace Office had added more questions to the complaints form, in an attempt to deter communities from submitting complaints. The Airspace Office emphasised that only a simple reCAPTCHA tick box, similar to that used by many major internet retailers, had been added and that no additional changes had been made to the complaints form. This decision to add the reCAPTCHA protection was made to ensure the integrity of the system and would result for most in only needing to tick an additional box, while others may be asked to quickly prove they were a human user rather than a machine intelligence tool.

### AIRSPACE UPDATE

- The Airspace Office confirmed work on Stage 2 of the Route 4 Airspace Change Proposal (ACP) was ongoing, with the Stage 2 gateway set for 29<sup>th</sup> July 2022; supporting documents would be made available to NaTMAG members after this date. Feedback had been reviewed and responses collated and work to review and finalise the Design Principle Evaluation (DPE) was currently underway. Preparation for the Route 4 consultation is expected to complete by early Autumn 2022, with the consultation expected to commence by the end of the year. However, current timescales are indicative and subject to change.
- Work is further ongoing to review responses and refine options for the FASI-S Stage 2 ACP. Using feedback already submitted, the Airspace Office are to add nine further option sets to the comprehensive option list. All options are to be brought forward and considered in engagement round 4, which was rescheduled for the week commencing 20<sup>th</sup> June 2022. Members highlighted community engagement was required shortly for the DCO application, to which the Airspace Office acknowledged this and stated dates were subject to change to avoid overloading schedules.
- The nine additional option sets included both arrival and departure routes and the updated route packs with these additional routes were expected to be published in June 2022. Members were reminded that all options at this point were considered equally viable and nothing had been discounted nor preferred in evaluation.
- Members asked if the follow-on to the Fair and Equitable Distribution (FED) study would be complete in time to influence the full options appraisal. A FED Scope of Work is to be submitted to the CAA next week. The expectation is that the results of the study will be fed into the full options appraisal of Gatwick's FASI-South airspace change proposal.
- Members were further informed of progress ongoing under the UK DVOR rationalisation programme which involves the decommissioning of a significant proportion of UK DVORs (these navigational facilities are used for conventional navigation and are the basis for most instrument flight procedures across the UK). A more graduated decommissioning schedule was in the process of being established and Gatwick had in train a plan to remove its reliance on these facilities. It

was highlighted this process would not affect where flight paths were flown; members were being updated in the interest of transparency.

- It was proposed the update provided for the Route 4 ACP, FASI-S ACP and DVOR rationalisation form a key message to GATCOM, FLOPSC and the NMB.

### **NMB UPDATE**

- A subgroup was to be setup through Sustainable Aviation surrounding the introduction of the Low Noise Arrivals Metric (LNAM), where feedback would be available at the next NaTMAG meeting. The team of 14 was to be made up of representatives from both industry and airports.
- The Scope of Work for the FED 2 study is to be submitted to the CAA next week, where the Airspace Office still need to finalise the final funding bid.
- Members expressed some concern regarding the current framework surrounding the Noise Envelope project, however the Airspace Office reminded members that the Noise Envelope project was a GAL initiative, with only input taken from NMB stakeholders.
- Members further highlighted that the Reduced Night Noise Trial was set to start in January 2023 and asked what work was to be done to capture baseline data. The Airspace Office informed members that the acoustical consultant in charge of the NMTs was in talks with landowners in order to facilitate the placement of the appropriate noise monitors and it was hoped all would be in place to allow data collection this summer. Members further scrutinised this point by asking how it would be appropriate to compare summer night noise with that of winter data during the trial, where members were reassured only the flight profile data of individual flights were to be compared.

### **AOB**

- It was asked if the possibility of asking an airline pilot to attend NaTMAG was possible, in a similar manner to the previous AOC representative that used to attend NaTMAG. The Airspace Office agreed this could be looked into for the November 2022 meeting.
- **Action 11/2022:** Airspace Office to invite a pilot representative to November 2022 meeting.
- Members noted the end of year 4 END NAP review was approaching and asked what work was being done. The Airspace Office did not commit to any timescales due to staffing availability and scheduled workloads, but that it was likely a focussed NaTMAG session would be arranged for October 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 provided updates to NaTMAG on the transfer of ICCAN responsibilities to the CAA and DfT, a research contract had been awarded to investigate the impact of night flights on sleep and a Jet Zero carbon strategy to be published in the coming months.
- An update on the winter KENET route availability was presented by NATS to NaTMAG, highlighting the better route efficiency and carbon savings to be made by offering this route availability.
- NaTMAG members were provided progress updates for the Route 4 Airspace Change Proposal, the FASI-S Airspace Change Proposal and DVOR rationalisation at the May 2022 meeting.

**KEY MESSAGES TO FLOPSC**

- An update on the winter KENET route availability was presented by NATS to NaTMAG, highlighting the better route efficiency and carbon savings to be made by offering this route availability.
- NaTMAG members were provided progress updates for the Route 4 Airspace Change Proposal, the FASI-S Airspace Change Proposal and DVOR rationalisation at the May 2022 meeting.

**KEY MESSAGES TO NMB**

- The Airspace Office are to present their night jet management and application of dispensation processes to NaTMAG at the August 2022 meeting.
- The DfT provided updates to NaTMAG on the transfer of ICCAN responsibilities to the CAA and DfT, a research contract had been awarded to investigate the impact of night flights on sleep and a Jet Zero carbon strategy to be published in the coming months.
- An update on the winter KENET route availability was presented by NATS to NaTMAG, highlighting the better route efficiency and carbon savings to be made by offering this route availability.
- NaTMAG members were provided progress updates for the Route 4 Airspace Change Proposal, the FASI-S Airspace Change Proposal and DVOR rationalisation at the May 2022 meeting.

**DATES OF NEXT MEETINGS**

FLOPSC – Wednesday 25 May 2022, 13:30 to 15:00, via teleconference.

GNMG – Wednesday 15 June 2022, 10:00 to 12:00 via teleconference.

NaTMAG – Thursday 4 August 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 May 2022
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	May 2022	<b>CLOSED</b>	Update provided at May 2022 meeting.
01/2022	Airspace Office to invite Ricardo to provide briefing to NaTMAG on their odour investigations at Gatwick.	Feb 2022	AO	Aug 2022		<b>OPEN</b>	Ricardo tentatively agreed to join the August 2022 meeting.
02/2022	The Airspace Office are to provide the GIS shapefiles from Figures 5 and 6 from the Ricardo report.	Feb 2022	AO	May 2022	May 2022	<b>CLOSED</b>	Files circulated to requesting members on 5 <sup>th</sup> May 2022.
03/2022	Airspace Office to provide an update on the progress of END Noise Action Plan Actions 8, 13 and 20 at the May NaTMAG meeting.	Feb 2022	AO	May 2022	May 2022	<b>CLOSED</b>	Update provided at May 2022 meeting.
04/2022	Airspace Office to review how the Ground Noise Summary is presented to NaTMAG.	Feb 2022	AO	May 2022	May 2022	<b>CLOSED</b>	Ground Noise Summary to remain a part of the Quarterly Report and no longer be reported separately.
06/2022	Airspace Office to provide an organisation chart of their staff for the next meeting.	May 2022	AO	Aug 2022		<b>OPEN</b>	
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		<b>OPEN</b>	
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		<b>OPEN</b>	
09/2022	Airspace Office to amend the wording on Slide 9 of the Quarterly Report.	May 2022	AO	Aug 2022		<b>OPEN</b>	
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		<b>OPEN</b>	

11/2022	Airspace Office to invite a pilot representative to November 2022 meeting.	May 2022	AO	Nov 2022		OPEN	
---------	--	----------	----	----------	--	------	--

© Gatwick Airport Ltd. All rights reserved.

No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording or otherwise without the prior written permission of Gatwick Airport Ltd.

First published: May 2022.