

Presented by: NMB Secretariat

Synopsis

The paper discusses the longer-term activity of the NMB, in particular the process for agreeing and adopting further work initiatives that have arisen. As well as mechanisms for prioritising and managing the initiatives adopted by the NMB in order to facilitate the delivery of a continuous improvement in aircraft noise management at Gatwick.

Introduction

The Noise Management Board was constituted in June 2016 with an initial focus on the implementation of the Arrivals Review Recommendations. It will become necessary for the NMB to consider; its work plan beyond this initial phase, how any decisions on new work are made and, how priorities are set.

The Terms of Reference indicate that the NMB should be a main channel through which GAL, NATS, ANS, Airlines, DfT and CAA communicate actions that are being taken to address the effects of noise from aircraft using Gatwick. The ToR also indicate that the NMB should agree and establish a process to set its SMART objectives and to regularly review and report its progress. While these tasks and priorities have been clearly defined for the initial phase, the process by which further work is addressed will need to be considered and agreed by the NMB.

It can be noted from the implementation report IP04, that a number of the Recommendations have already been completed, or are expected to be largely complete by Spring 2017. Even so, some will have identified a need for;

- continued monitoring,
- further work that goes beyond the remit of the Arrivals Review Recommendations or,
- that may require implementation decisions in which the NMB has an interest (e.g. XMAN)
- some other form of NMB involvement and finally,
- the actual progression of the Aspirational Recommendations of the Review

NMB 2017/2018 Work Plan

In the course of implementing the Arrivals Review Recommendations, the potential need for further NMB work has already been identified in a number of areas. Proposals have been received from GATCOM (IP19) and from Community Groups (IP17). Progress of delivery of the desired outcomes of the Aspirational Recommendations of the Arrivals review is also yet to be firmly determined. It is also possible that other topics will arise, requiring the attention of the NMB and the active participation and contribution of its member organisations.

It is evident from the number of topics and reports to be considered at NMB/3, that the NMB and its membership is for the time being fully occupied with the existing initial work plan. However, recognising the continuous improvement objectives of the NMB, it is appropriate to consider how the NMB priorities and work plan for the 2017/2018 period will be progressed.

Topics already raised for consideration are outlined in Figure 1.

Figure 1 Proposed Work Streams

Topic	Paper
Departure Aspects	
1. To develop a view in relation aircraft departures	IP19
2. To consider the NADP1 and NADP2 departure procedures to establish which is the most optimal departure profile for Gatwick.	IP19
3. An evaluation of the need for and potential timing of any additional noise mitigation measures for Departures, taking into account the on-going and related work of GAL, NATS, CAA and DfT.	IP19
4. Departures Review	IP17
Arrival Aspects	
5. Further identification and refinement of options to create a fairer and more equitable dispersal of arriving flights, in particular before they intercept the ILS final approach track both east and west of Gatwick	IP19
6. Aspirational Recommendations Aspire 21,22,23	AR
Night Aspects	
7. An evaluation of the findings of the 2013 Night Noise Respite Trials undertaken by NATS and GAL, in consultation with GATCOM and NATMAG, with the new objective of determining whether, when and where similar further night noise trials should be undertaken	IP19
8. The consideration of the establishment of at least one PRNAV arrival route within the period, to be used at night, leveraging the lessons learned from Noise Respite Trials and the experiences of airports elsewhere with such initiatives	IP19
Institutional Aspects	
9. The establishment of a NMB mechanism, such as a sub-committee, to identify, evaluate and call for implementation, as deemed necessary, of continuous improvement measures considered able to further reduce disturbance from aircraft noise	IP19
10. Preparation of a view for communication to DfT for the next period of the END Noise Action Plan, following the current 2013-2018 period. This could for instance be an undertaking to review the draft plan	IP19
11. Development of a view on the next cycle of airport charges, with the objective of incentivizing reduced night noise disturbance from aircraft using Gatwick	IP19

Proposed Process

It is reasonable to expect that NMB Members will require more information on most of these topics before making any decision, including an overview, their expected impact, a realistic estimate of duration of the activity and its delivery timetable. The related resource demands and an indication of the relative priority of communities will also be important.

To incorporate this information when seeking a decision from the NMB, working papers should be provided by the sponsor organisation (NMB Member, Sub-Committee or Secretariat).

In order to progress the items already identified in Figure 1, it is proposed, absent prior NMB action or decision, that working papers be developed for distribution to NMB Members not later than Friday March 3 2017, for 2017/18 work plan consideration, at NMB/5.

The NMB is invited to consider adopting this proposed process at NMB/3, as a means to agree further work for the period to April 2018 and, to agree mechanisms for continuous improvement.