

MINUTES**GATWICK AIRPORT NOISE MANAGEMENT BOARD (NMB/5)****Wednesday 5th April 2017****Attendance:****Members**

	Representative	
Airline Operators Committee	Douglas Moule	(DM)
Civil Aviation Authority	Jim Walker	(JW)
Department for Transport	David Best	(DB)
Gatwick Airport Limited	Andy Sinclair	(AS)
National Air Traffic Services	Ian Jopson	(IJ)
GATCOM	John Godfrey	(JG)
East Sussex County Council	Rupert Simmons	(RS)
Kent County Council	Clive Pearman	(CP)
West Sussex County Council	Liz Kitchen	(LK)

Community Noise Group Pairs**Member/Alternate for NMB/5**

HWCAAG/ APCAG	Colin Stratton Brown/Peter Drummond	*stood aside for CL
CAGNE/Plane Wrong	Sally Pavey/Mike Ward	(SP/MW)
ESCCAN/TWAANG	Irene Fairbairn/Dominic Nevill	(DN/IF)
GON/PAGNE	Martin Barraud/Ian Hare	(MB/IH)
CNG Spokesman	Charles Lloyd*	(CL)

Chairman	Bo Redeborn	(BR)
Secretary	Graham Lake	(GL)
Administration	Vicki Hughes	(VH)

Observers and Presenters

ERM	Steve Mitchell	(SM)
Gatwick Airport Limited	Charles Kirwan-Taylor	(CKT)
Helios	Nick McFarlane	(NM)
Helios	Matt Brookes	(MB)
NATS	Robin Clarke	(RC)
To70	Ruud Ummels	(RU)

Apologies

Air Navigation Solutions	Markus Biedermann	(MB)
DfT	Tim May	(TM)
Surrey County Council	Helyn Clack	(HC)

Welcome and Introductions

1. The Chairman opened the meeting, thanking participants for accommodating the extended schedule for the NMB/5 discussions. In order to ensure an effective use of time, due to both the full agenda and the number of papers provided to inform members, the Chairman advised that it would still be necessary to focus on the priority topics for which NMB conclusions need to be reached.

Agenda item 1. Approval of the Minutes of NMB/3

2. The NMB/3 Minutes were unanimously approved.

Agenda item 2. Review of Matters arising from NMB/3

3. NMB/3 Actions, The Secretary reported that each of the Actions arising from NMB/3 were now completed and closed. Relevant papers have been distributed as required to members. Where discussion and strategic direction is a consequence of the NMB/3 actions, the topics are included later in the agenda of NMB/5.
4. NMB/3 Actions, Fair and Equitable Dispersal (FED)
 - I. A NMB Working Group has been convened following NMB/3 to advance the understanding the varying perspectives on defining and delivering FED. Very good progress has been made, with Working Papers developed for NMB/5 that set out examples of where and how FED can be measured, together with monitoring metrics that could be used, the resulting data reports and the next steps necessary to plan FED delivery. NMB acknowledged this information, deferring a detailed discussion to agenda item 4.
 - II. RS noted the inclusion of a Flimsy Paper describing the application of Point Merge at Oslo airport, in which the potential benefits for its application at Gatwick are explored. RS recorded his opposition to Point Merge, due to the implied concentration of flights that occurs from use of the procedure and, illustrated by the 2014 proposal (later withdrawn) to implement Point Merge at Gatwick. GL reported that in accordance with NMB procedure, the NMB/5 Flimsy Papers had been provided as background information to the NMB by a member of the public. AS and JW reported that any arrivals airspace changes for Gatwick are expected to form part of UK wide initiatives that are still several years away and, confirmed that there is no proposal to implement Point Merge at Gatwick.
5. NMB/3 Action, Report on the utility of the GAL noise complaints system
 - I. Changes to the noise complaints system and policy were implemented as a result of the recommendations of the independent arrivals review (Imm17). A report (IP03) describing the utility of the revised complaints system, was provided to NMB. AS introduced the report and described the related policy and transparency features, answering questions and explaining further planned enhancements. The Freepost complaints facility, supplementing the on-line procedure, has been implemented since the update on the Complaints System provided to NMB/3. 926 complaints had been received via Freepost by 20th March from 26 individuals, including 3 particular correspondents who submitted 380, 274 and 246 complaints. GAL continues to receive and invite feedback which will be considered when developing further system enhancements.
 - II. SP said that the enhanced complaints system and policy is inadequate, asking that a telephone complaints system be re-established by GAL and proposed that the

arrivals review action on complaints policy be revisited. GAL made clear that it is not currently contemplating further changes to the Policy, but welcomes constructive feedback. SP will provide written feedback to GAL. No other comments regarding the points raised by CAGNE were made by NMB members.

- III. GAL advised that the prior Complaints Policy, which had restricted complaints to one per household per day has been replaced, reflecting the IAR Recommendation and many feedback requests for such a change from communities, the current policy does not limit the numbers of daily complaints.
 - IV. The current Complaints Policy, as recommended by the arrivals review, was implemented before NMB/3. The Policy obliges complainants to provide more details about the subject flight, location and time, than was previously required. Reporting transparency is correspondingly enhanced and improved. GAL staff previously assigned to answering telephone complaints are now using the increased information available in the new system, to more accurately guide transparent reporting and noise reduction strategies.
6. NMB/3 Action Report on Route 4 Complaints
- I. A written report (IP04) was provided to NMB members. AS provided a short overview. LK applauded the progress made, reporting that Horley has been a huge success story, noting that cooperation and openness of the ATC providers in addressing the Route 4 matters is highly appreciated.

Agenda item 3. NMB Dashboard overview and progress reports since NMB/4

7. *Dashboard Overview.* NM presented the NMB Dashboard overview (IP05), with a focus on both the established priority areas and those requiring a resolution at NMB/5.
8. *IMM-01 A320 modification.* The table (IP05) was presented detailing the proportion of Airbus A320 series aircraft using Gatwick that have now been modified with the FOPP deflector, reducing the noise generated by this family of airliners. This table has been further updated with information received on April 6th. A copy of the updated information is provided as Annex 1 to these Minutes. The NMB noted:
 - i. A substantial increase in the numbers of modified based aircraft is evident when compared to the report provided to NMB/4 in January 2017.
 - ii. An indication by IF that the modification programme has made a noticeable and welcome improvement to the noise performance of these aircraft “you can hear the difference” and thanked the airlines involved for the progress.
 - iii. The progress of aircraft modification will be reviewed again at NMB/6 in June 2017, when a more accurate forecast of the 2017-year end aircraft status will be available.
 - iv. CL cautioned that it may be necessary at some point to audit airline disclosure of modified fleets. GAL responded by proposing that the detail of the process by which aircraft modification status is checked and registered into the airport charges system is described in writing to the NMB. **NMB/5 Action 1 A320 FOPP Modification.**
9. *IMM-06 Report of progress with incremental improvements to Continuous Descent Arrivals (CDA).* NMB discussed the progress made on CDA (IP06) since the workshop held in October 2016, the findings and conclusions of which were reported to NMB/3. It was acknowledged that the project management, progression and reporting of the wider aspects of the outcomes of the CDA workshop, over and above the basic CDA definition has been

challenging. For the additional advances envisioned by Imm-06, progress on these aspects has been disappointing. More impetus is needed.

- i. AS and IJ reported that CDA compliance has improved at Gatwick increasing from 66% compliance in year 2000, to 90% in 2016, while from 2016, increasing the vertical range over which compliance is measured (IMM-05)
- ii. IJ supported by DM described the NATS CDO outreach programme, which includes direct briefings to airlines and is a UK wide CDO initiative. NATS cited the recent example of a poorly performing overseas based airline user of Gatwick that as a result has received NATS focussed attention. This has given rise to the airline in question reaching the required level of CDA performance.
- iii. NATS have used scheduled additional non-operational duty days for Approach Controllers to provide briefings on the importance and noise purposes of the effective use of CDO.
- iv. CNG tabled a draft resolution intended to increase the priority and focus of CDA work. After a considerable discussion on the many aspects of CDA and possible next steps, the draft resolution proposed by CNG was adapted for the NMB. A copy is included with these Minutes as Annex 2.
- v. The resolution among other issues deals with the limitations of the existing definition of CDO, whether UK or International and, the lack of clarity from aircraft manufacturers on the effects for noise by the use of Low Power Low Drag (LPLD) aircraft configurations. DM agreed to contact Airbus regarding the development of aircraft flight manual guidance for optimum noise performance using LP/LD techniques.
- vi. GAL agreed that further work on CDA is needed, that a specialist group, including NATS, CAA, GAL and Airlines, will be convened in May to address the priority issues discussed by NMB and described in the draft resolution.
- vii. Helios will prepare a discussion document that will include proposals for enhanced CDA reporting metrics, for the May CDA meeting. This is intended to assist the development of related conclusions, priorities and actions. A report and recommendations will be provided to NMB/6.
- viii. GAL will convene a specialist meeting in May to progress CDA, Helios will provide a discussion paper and proposed metrics, DM will contact Airbus requesting flight manual guidance for LPLD operation for optimum noise.

NMB/5 Action 2 CDA Resolution

10. *IMM-10 ILS Minimum Joining Point Post-Evaluation*. Recommendation Imm-10 of the Independent Arrivals Review (IAR) proposes a reduction in the ILS minimum joining point from 10 NM to 8 NM from touchdown. The Recommendation was implemented in August 2016 for a six-month period of monitored evaluation required by the CAA.

- i. The evaluation has validated clear improvements in the distribution across the ILS joining points with reductions of peak concentration. Although it is recognised that for some community members the evaluation has not resulted in the changes that they had expected, especially for some located away from the extended centreline, the 8 NM minimum ILS joining point provides an additional 2 NM of flexibility to controllers vectoring aircraft to the ILS, expanding the potential distribution of aircraft in this part of their arrival procedure, subject to suitable traffic levels.

- ii. This aspect is considered by NATS and GAL to be an important pre-cursor to, and base line for, future work intended to advance the development and implementation of Fair and Equitable Distribution solutions across the arrivals swathe away from the ILS. Improving the distribution of flights to achieve a more fair and equitable dispersal is expected to be a key element of the future work of the NMB.
 - iii. NMB was provided with details of the IMM-10 evaluation reported to the CAA (IP07) and the associated process for a permanent implementation of the joining point change. NMB supported the adoption of the reduced 8 NM minimum ILS Joining Point as a permanent procedure for Gatwick arrivals. NMB will continue to receive reports of ILS joining point distribution. Both NATS and CAA noted the conclusion of the discussion. GAL will write to NATS accordingly. **NMB/5 Action 3 IMM-10 ILS Minimum Joining Point Post-Evaluation**
 - iv. CL recorded the interest of some CNG to continue to pursue a return to the prior to 2013 use of a 7nm minimum join point as a continuing objective.
11. *IMM-11 Runway in use protocol*. NMB/3 was presented with the conclusions of the analysis of the issues arising from this Recommendation to more fairly and equitably distribute noise. The conclusion reached then was that a controlled evaluation of the noise effects of the proposal could allay some of the concerns that had been raised, especially by CAGNE. Additional information was therefore prepared for NMB/5 (IP08) together with a detailed proposal for a monitored evaluation (WP06).
- i. The Chairman noted that more than a year had passed since the publication of this Recommendation, detailed analysis has been prepared for NMB/3, a written response to questions arising had been prepared and distributed to NMB and, that detailed proposals for an evaluation had been provided to this meeting of NMB. Accordingly, the question posed to NMB/5 by the Chairman is whether to reject the Recommendation, or to proceed with the proposed evaluation, while observing that to reject IMM-11 would be to reject an opportunity to deliver a fairer and more equitable distribution of noise.
 - ii. Suggestions by CAGNE that use of the protocol would lead to unsafe operations were rejected by the CAA, airlines and ATC providers, indicating that they are obliged to ensure safe operation and, that similar runway protocols are widely, routinely and safely used at busy airports elsewhere in the UK and overseas.
 - iii. SP and LK indicated their opposition to this Recommendation and the proposal to conduct an evaluation.
 - iv. JG indicated that GATCOM is opposed to the IMM-11 evaluation proposal based on guidance from NATMAG and the views of communities located close to the airport expressed to GATCOM.
 - v. CL reported that CNG had been unable to reach a consensus on IMM-11, with groups evenly divided, both in opposition and in favour of adopting the Recommendation.
 - vi. No NMB member spoke in favour of the proposal for an operational evaluation, the Chairman then closed the discussion, recording that NMB had agreed to reject the IMM-11 Recommendation to implement a runway in use protocol at Gatwick for noise purposes.

12. *Independent Arrivals Review Final Action Plan Timetable.* The Secretary reported that in accordance with the NMB ToR, the focus of initial work and reporting has been oversight of the implementation of the Recommendations of the Independent Arrivals Review and the Final Action Plan published in June 2016. A preliminary follow-on workplan for NMB in the coming year has been developed (agenda item 4).
- i. A new activity plan will be prepared for agreement by NMB and to ensure full transparency will be published following NMB/6.
 - ii. A summary of the outcomes of the Final Action Plan will also be prepared for publication.

Agenda item 4 NMB Work Plan & Priorities for 2017/2018

13. *2017/2018 Work Plan.* The Secretary introduced WP07 in which the conclusion of the prior discussions on future work is encapsulated. The paper outlines the remaining activity arising from the recommendations of the Independent Arrivals Review, the additional works areas agreed at NMB/3, and consolidates these into a single 2017/2018 draft workplan for consideration, adaptation as necessary, and agreement by the NMB. The agreed consolidated workplan will then be the basis from NMB/6, for monitoring, reports and updates to the NMB, replacing the list of Recommendations from the IAR and Final Action Plan. The agreed workplan will then be published on NMB web pages.
- I. Following the discussions on future work and the related actions agreed, the NMB endorsed NMB/5 WP07 as the preliminary basis on which the 2017/2018 work plan will proceed.
14. *Departures.* The NMB agreed at NMB/3 to add Departure matters to its 2017/2018 work plan. The range of departure related topics identified for consideration in November are accordingly described for NMB/5 in WP07 and IP12. A comprehensive discussion concluded that it is now appropriate for the NMB to include activity related to departure noise, but because of the extent of the on-going departure programmes, was not yet able to finally determine the exact focus and priority for such work at the NMB. A more detailed departure work plan must be developed.
- I. AS described the current GAL, CAA and DfT related activity and on-going reviews impacting the planning and operation of noise initiatives for aircraft departing Gatwick. This information has been provided in writing to NMB (IP12). AS confirmed that because of this on-going work, the related CAA and DfT consultation programmes and the impending CAA decision on Route 4, that there are no current GAL plans to initiate an independent review of departures. It would not be sensible in GAL's view to pause this important work pending the outcome of another review. However, GAL welcomed the opportunity for a more holistic consideration of airspace issues through the expansion of the NMB work plan to incorporate departures related activity.
 - II. DM reiterated his point made at prior meetings, that airspace change is an essential component of delivering improved departure noise performance, and called for additional focus on this key aspect. CKT suggested that the NMB could facilitate the joint submission of airspace change proposals reflecting both CNG and industry views.
 - III. SP advised that CAGNE nevertheless calls for a review of departures and also suggested that departures noise should be the primary consideration for routing of departing aircraft below 6000' altitude, rather than the 4000' currently used in UK.

DB confirmed that airspace change sponsors are free to propose such changes for consultation, based on noise priority up to 6 or even 7000', mitigating the necessary airspace modernisation with a better balance of noise and efficiency measures.

- IV. CP stressed the importance of recognising the journey GAL has made with trust over the past 3 years. To make further advances on noise strategy, NMB must continue to look forward, not backwards and, should consider the regulatory, cultural and business perspectives framing progress on noise.
 - V. The Chairman concluded the discussion by asking GAL to convene a NMB workshop on departures and related airspace changes, to meet as soon as possible and as necessary to develop a report for NMB/6. The workshop will be supported by a discussion paper, to be developed by Helios, expanding on the various matters in hand. The objective being to more clearly define the related focus and priority of a departures work plan and priorities, for the 2017/2018 period. This could, if expedited, include provision for the preparation of a joint submission from GAL and CNG to the current DfT airspace framework consultation. **NMB/5 Action 4**
15. *Fair and Equitable Dispersal (FED) of Arrivals:* NMB considered the proposals for FED Monitoring (WP03), the proposed data pack and measurement metrics (WP03-A1), and the progress made by the NMB FED working group on arrivals, providing background on the process, the outcomes from meetings and the next steps (WP04). These papers, together with a resolution proposed by CNG (Annex 3), were endorsed by the NMB. Arrivals Analysis, in support of FED for arrivals was also provided (IP13), based on the requirements and metrics set out and agreed (WP03 and WP03-A1). The NMB has therefore agreed its current position on and objectives for FED. The Chairman complemented the members on the excellent progress with this difficult issue. Now the NMB is equipped to identify the next steps and potential near term options and priorities for FED delivery.
- I. GAL agreed to convene a workshop, with timescales and reporting as proposed in the CNG resolution, before the end of May and to develop a report for NMB/6.
 - II. Responding to a number of questions about the areas of airspace available for use by Gatwick arrivals when being vectored (in the swathe) by Approach Controllers, NATS agreed to provide a simplified airspace map setting out the lateral and vertical dimensions of the Gatwick Radar Manoeuvring Area (RMA).
 - III. As a first steps NATS and GAL will meet on April 13th, with CNG advisers; To70. The objective is to develop more clarity of the potential FED options that might be available at any time, or during specific time periods each day, prior to use of P-RNAV to the ILS. **NMB/5 Action 5**
 - IV. To70 proposed consideration of the use of different minimum joining points through the day, which is being used at some airports elsewhere as a means of providing predictable respite.
16. *Arrivals Review Aspirational Recommendations, Aspire 21-23.* The Secretary described the inclusion and assigned priorities of the IAR Aspirational Recommendations in the proposed 2017/2018 work plan(WP07). NMB endorsed the proposals.
17. *Night Noise Respite Trial.* The Secretary introduced the papers describing the night noise respite trial undertaken by NATS and GAL in 2013 and which was reported to GATCOM at the time. NMB/3 had already agreed to consider whether it was possible to learn the lessons from this evaluation and how they could be explored and utilised. The objective being to advance potential for arrivals respite and the opportunity to take advantage of the capabilities of P-RNAV for Gatwick.

- I. It was noted that the issue of aircraft noise at night can be particularly sensitive, while CNG observed that the opportunity for respite and relief is certainly welcome, especially at night, the matter needs to be handled very carefully, particularly as regards the varied interests of rural and urban areas.
 - II. NMB agreed that the opportunities should be further explored as part of the 2017/2018 work plan. The objectives for such a programme need to be defined, suitable metrics enabling respite and impacts to be defined and measured are also essential. A paper will be prepared accordingly for NMB/6. **NMB/5 Action 6**
 - III. CNG members requested that this paper set out GAL's proposals for managing and mitigating the impact of any change in night flight arrangements on people for whom night flights would increase, including proposals for compensating them.
18. *Continuous Improvement.* The NMB has already agreed that it should seek to ensure that a culture of continuous improvement is developed for both the NMB itself and the delivery of the NMB objectives.
- I. After a short discussion at NMB, the Chairman concluded that the Continuous Improvement (CI) objective will be addressed by allocating an opportunity in the agenda of each NMB to explore views on what the board and its members could do better in order to more effectively serve the objectives, set out in the Terms of Reference. It is expected that this will lead to additional actions and initiatives that may be added to the work plan. CI will be added to the agenda of NMB/6 the first anniversary of the establishment of the NMB. **NMB/5 Action 7**
19. *2018 Cycle of Airport Charges.* Following the recommendations of the IAR, Gatwick developed a new charging regime in 2016 that will take effect, following the statutory processes, at the beginning of 2018. The scheme introduces for the first time a provision for A320 series aircraft not fitted with the FOPP modification to be charged at a different rate than those aircraft that are modified. GAL provided a detailed briefing to NMB/1, which led to CNG expressing a desire to inform future iterations of the GAL charging scheme in a sufficiently timely manner to enable their views to be taken into account.
- I. GAL has agreed to share with the NMB the airline scheme of charges proposals in a timely fashion to allow CNG views to be considered as part of the GAL process. **NMB/5 Action 8**
20. *Noise Action Plan.* Gatwick is in accordance with the Environmental Noise Directive required to develop a Noise Action Plan. The current plan (2013-2018) is due for replacement. JG invited views from NMB to be taken into account during the development of the next iteration of the Noise Action Plan for Gatwick, for which GATCOM provides their views. This will fall into the period of the 2017/2018 NMB work plan.
- I. The Chairman agreed that NMB will be pleased to contribute views accordingly. The subject will be discussed in detail at NMB/7 in September. **NMB/5 Action 10**

Agenda item 5 Any Other Business

21. *Airport Utilisation Planning.* CL presented CNG proposals on airport utilisation planning (IP18) observing that capacity growth delivered by additional flights at the airport implied an increase in noise. CNG are keen to see a principle of balance being applied in which any increases in numbers of aircraft are offset by reductions in noise.
- I. AS responded that the paper presented by the CNG raises important issues about the remit of the NMB on which GAL need to reflect carefully. AS reported their intention to increase transparency on utilisation and would be agreeable to engaging with CNG on how a periodic briefing on capacity plans might help the NMB

advise on the management of noise. CKT further noted that the Gatwick Growth Board has identified in its study the economic impact of Gatwick to the region, totalling £billions. GAL acknowledges that growth can have both positive and negative effects that need to be managed. GAL also committed to consider the points made in the CNG paper (IP18).

- II. AS agreed to provide a paper for NMB/6 in response to IP18 presented by CNG.

NMB/5 Action 9

22. *Night Flight Dispensation Process* AS explained the contents of the Information Paper (IP19) setting out the night flight dispensation process, reporting that in accordance with the Department for Transport (DfT) dispensation guidelines airports under the night flight regime are able to grant dispensations for flights in certain circumstances beyond the airport's or airline's control, for example severe weather or ATC disruption which result in the unscheduled use of a night flight slot. GAL has a process for the management of dispensations granted by the airport which was subject to DfT monitoring in line with the DfT guidelines. Full details of the process and its actual application are included in the paper.

- I. CL indicated that CNG feel that the night quota process is being abused, that night flights are increasing and that the DfT is failing to adequately oversee the application and use of the night flight policies. CNG would like the night flight dispensation regime to be fully and firmly applied, with proper scrutiny by the Department for Transport of each proposed dispensation.
- II. DB responded that the DfT has a current Night Noise Consultation that is proposing to significantly reduce the Gatwick night quota count. Further that DfT takes the matter of night flight dispensations very seriously, even referring some requests in exceptional circumstances up to Ministerial level. Airports are expected by government to follow the policy.
- III. AS advised that during the summer season, in addition to the DfT monitoring which required a weekly submission to DfT, GAL has weekly night jet coordination calls with airport stakeholders and airlines. AS advised that dispensations are approved when slots are not available and he believed that the GAL process was sufficiently rigorous the evidence of which was that requests for dispensation are regularly declined by the airport process and also on occasion during the DfT monitoring process.
- IV. CL requested that;
 - i. No further dispensations should be granted by GAL itself (under Section 78 (4) of the Civil Aviation Act 1982). All dispensations should be approved by DfT, or, if GAL wished, the NMB.
 - ii. DfT should report to NMB/6 on the measures it has taken, or proposes to take to ensure that dispensations are only granted when there is clear evidence, after appropriate and thorough investigation, that a flight meets the criteria for dispensation as set out in the Secretary of States' Notice.
 - iii. DfT should report to NMB/6 and subsequent NMBs on night flight dispensations. Its report should include the number of dispensations granted, the number of dispensations applied for but not granted, an analysis of the reasons for dispensations and formal confirmation that, in the Department's opinion, all flights granted dispensations meet the criteria set out in the Secretary of State's Notice on dispensations.

- V. DB undertook to provide a DfT response to both the GAL paper (IP19) and the CNG requests. AS agreed to provide some additional detail of the dispensation process.
NMB/5 Action 11
23. *Imm-15 Aircraft Height Perception* SM of ERM described and discussed the Scope of Research (IP09), the engagement with academic organisations and the expected focus of the research.
24. *Future Public Meetings*. The Chairman reported on feedback from the public meeting of NMB held at the end of January 2017. Reports and feedback have indicated that the public event was well received, and achieved its objectives. The Chairman observed that the resulting extended period between routine meetings of the NMB of more than 4 months, had introduced unwelcome delay to progress on some issues. In order to avoid a repetition of this risk, the NMB public meeting will in future be consolidated with the Gatwick section 106 airspace meeting. The NMB meeting schedule for 2018 will be extended from the bi-monthly period of 2016, to a quarterly timetable. The 2018 dates for NMB will be published no later than NMB/6. NMB will therefore be held 4 times in 2018, and NMB will participate in the Section 106 meeting for Gatwick, date tbd.
25. *Persistent Complaints*. The Chairman reported that the NMB has been asked by the Deputy Chairman of the Gatwick Board of Directors, Sir Roy McNulty, to review correspondence concerning aircraft noise received by the Board, the Airport's Chief Executive and others. In particular, this relates to a small number of persistent complainers that are circumventing the established noise complaints handling process and policy, seeking direct responses through these avenues.
- I. Such correspondence is as a matter of course entered into the established complaints record keeping process at Gatwick. In future, copies of the correspondence will also be provided to NMB members in an Information Paper at each NMB. The objective is to permit NMB members to consider whether any constructive suggestions can be identified from the correspondence to help inform and guide NMB work.
 - II. The text of the Chairman's statement on this matter is included as Annex 4.
26. *NMB/6 Topics* In addition to the topics dealing with established NMB business, briefings will also be provided on airport Slot allocation and management, by Airport Coordination Limited. NATS will in addition provide a briefing on Airspace Modernisation.

Schedule of NMB Meeting 2017

The following NMB Meeting dates have now been confirmed:

- NMB/6 14 June 2017
- NMB/7 06 September 2017
- NMB/8 15 November 2017

Proposed agendas and any papers for consideration by NMB will normally be circulated when possible, a minimum of 28 days prior to the meeting.

Summary of Actions

NMB/5	Action	Due	Responsible
<i>ACTION 1</i>	<i>A320 FOPP Modification: GAL to provide detail of the process by which aircraft modification status is checked and registered into the airport charges system in a written report to the NMB</i>	<i>NMB/6</i>	<i>GAL</i>
<i>ACTION 2</i>	<i>CDA Resolution: GAL will convene a specialist meeting in May to progress CDA, Helios will provide a discussion paper and proposed metrics, DM will contact Airbus requesting flight manual guidance for LPLD operation for optimum noise. Report to NMB/6</i>	<i>NMB/6</i>	<i>GAL, Helios, easyJet</i>
<i>ACTION 3</i>	<i>IMM-10 evaluation: NMB unanimously supported the adoption of the reduced 8 NM minimum ILS Joining Point as a permanent procedure at Gatwick. Both NATS and CAA noted the conclusion. GAL will write to NATS accordingly.</i>	<i>April 2017</i>	<i>GAL</i>
<i>ACTION 4</i>	<i>Departures work plan: GAL to convene a NMB workshop on departures and related airspace changes, to meet as soon as possible and as necessary to develop a report for NMB/6. The workshop will be supported by a discussion paper, to be developed by Helios. The objective being to more clearly define the related focus and priority of a departures work plan and priorities, for the 2017/2018 period.</i>	<i>NMB/6</i>	<i>GAL, Helios</i>
<i>ACTION 5</i>	<i>Convene a workshop, with objectives timescales and reporting as proposed in the CNG FED resolution (Annex 3), NATS to also provide details of RMA</i>	<i>NMB/6</i>	<i>GAL, Helios, NATS</i>
<i>ACTION 6</i>	<i>Night Noise Respite evaluation: The objectives for such a programme need to be defined, and metrics enabling respite and impacts to be defined and measured are required. A paper will be prepared accordingly.</i>	<i>NMB/6</i>	<i>Helios</i>
<i>ACTION 7</i>	<i>Include an agenda allocation to permit discussion and identification by NMB of opportunities for NMB Continuous Improvement</i>	<i>NMB/6</i>	<i>Secretary</i>
<i>ACTION 8</i>	<i>GAL to share with the NMB the airline scheme of charges proposals in a timely fashion to allow CNG views to be included as part of the GAL process.</i>	<i>NMB/6?</i>	<i>GAL</i>
<i>ACTION 9</i>	<i>Develop NMB position for GATCOM in readiness for next cycle of Gatwick Noise Action Plan. Prepare a paper for NMB/7</i>	<i>NMB/7</i>	<i>GAL</i>
<i>ACTION 10</i>	<i>GAL to provide a paper for NMB/6 proposing how to deal with the utilisation proposals made by CNG</i>	<i>NMB/6</i>	<i>GAL</i>
<i>ACTION 11</i>	<i>Night Flight Dispensation. Provide a DfT response to the GAL paper (IP19) and the CNG proposal. GAL to provide additional detail of the dispensation process.</i>	<i>NMB/6</i>	<i>DfT/GAL</i>

NMB/5 WORKING PAPERS ENDORSED BY THE NMB

Reference	Title
NMB/5 WP03	Proposals for FED Monitoring Gates in Arrivals Swathes
NMB/5 WP03-A1	Annex FED data pack proposed monitoring metrics
NMB/5 WP04	Fair and Equitable Distribution of Arrivals
NMB/5 WP05	Imm-10 ILS Minimum Joining Point Post-Evaluation
NMB/5 WP07	2017/2018 Work Plan

Annex 1 IMM-01 Status of Airbus A320 Series FOPP Noise Modification

Airline	% and number of fleet modified on 1 st January 2017	% and number of fleet modified on 6 th April 2017	Number of aircraft in fleet and planned completion by	
easyJet	66% (169)	88% (232)	264 (Dec 2017)	95%
British Airways	56% (73)	85% (111)	131 (Nov 2017)	
Monarch	6% (2)	82% (28)	34 (Jun 2017)	
Vueling	27% (30)	33% (33)	100 (Dec 2017)	
Thomas Cook	33% (7)	55% (27)	49 (69% by Dec 2017)	
Aer Lingus	0% (0)	0% (0)	34 (82% by Dec 2017)	99%
Iberia Express	0% (0)	0% (0)	21 (33% by Dec 2017)	
Small Planet Airlines	Not reported	0% (0)	8 (TBC)	Responsible for % of A320 family movements at Gatwick
WOWAir	44% (4)	44% (4)	9 (67% by Dec 2017)	
Turkish Airlines	Awaiting information			
Air Malta	0% (0)	0% (0)	8 (88% by Dec 2017)	
TAP Air Portugal	53% (23)	84% (36)	43 (TBC)	
Aegean Airlines	Not reported	33% (15)	46 (TBC)	
Wizz Air	Not reported	100% (77)	Complete	
Tunisair	Not reported	0% (0)	20 (TBC)	

Annex 2 IMM-06 CDO Resolution**GATWICK AIRPORT NOISE MANAGEMENT BOARD (NMB) MEETING 5****RESOLUTION ON CONTINUOUS DESCENT OPERATIONS (CDO)**

1. An urgent meeting should be held between the industry (including NATS, ANS, Airlines and GAL), the Arrivals Review Team, the CAA and Community Noise Groups to review the lack of progress on CDO, identify and agree solutions in relation to any issues delaying progress (including, if appropriate, funding, leadership and project management resource) and agree a detailed future work plan.
2. A revised proposal for CDO should be developed by the industry, working with the CAA, and with full input from Community Noise Groups. Such a proposal should represent or be consistent with the optimum noise-reducing configuration for aircraft or categories of aircraft arriving at Gatwick airport. It should include LPLD and pay focused attention to noise reduction.
3. A paper setting out the revised proposal should be presented to NMB 6. If possible within the timeframe, the paper should include a process to introduce the revised proposal together with measures to monitor and potentially incentivise its achievement, or a detailed plan for the development of such processes and measures.

Annex 3 FED Resolution

PROPOSED RESOLUTION ON FAIR AND EQUITABLE DISPERSAL OF ARRIVING AIRCRAFT

1. The industry should provide a detailed report, within one month of NMB5, setting out:

a) its analysis of the causes of the significant increase in aircraft concentration across the arrivals swathe, illustrated in the Helios' reports NMB-5 WP03, and NMB-5 IP13. The report should provide a detailed assessment of the impact of:

(i) any increase in overall arrivals

(ii) any increase in arrivals at peak times

(iii) any changes in the use made of the holds

(iv) the changes in minimum ILS joining point in 2013 and 2016 and

(v) other factors

b) in relation to westerly arrivals (runway 26) for the day period, the industry's proposals to achieve or match materially more closely the following levels of aircraft dispersal:

(i) as regards ILS joining points, the dispersal set out by the Community Noise Groups in NMB/5 WP03; and

(ii) across the arrivals swathe, specifically at the other gates identified by the Community Noise Groups, dispersal equivalent to or greater than that achieved in 2010/2011 as set out in the Helios analysis.

For the avoidance of doubt these proposals should not be constrained by any requirement to maintain or increase capacity at Gatwick.

2. There should be a workshop by the end of May 2017 to discuss the industry's analysis and proposals.
3. The conclusion and proposed actions arising from the workshop should be reported to NMB/6.

Annex 4. AOB - Persistent Complainers

Text of statement by NMB Chairman at NMB/5

Aircraft noise is an issue for almost all major airports around the world, Gatwick is no different.

Following reports from some local community groups and elected officials that Gatwick Airport was generating noise disturbance affecting more people, in August 2015 Gatwick Airport Limited (GAL) commissioned an independent arrivals review.

The report of the review was published in January 2016, included with the recommendations was the establishment of this Noise Management Board. The report also recommended changes to the noise complaint policies at the airport to lift restrictions on the numbers of complaints made by residents and requiring complaints to include sufficient data to permit proper investigation.

The airport also has a published policy with respect to persistent complainers. Where GAL has repeatedly explained the policies and noise measures which affect a complainant's postcode area and previously supplied sufficient information to the extent that GAL are unable to further enhance understanding, GAL notify the complainant of their intention only to register - rather than to respond to – all future complaints.

Comprehensive information on noise management is available to residents from the Gatwick Airport Web Site. The Civil Aviation Authority and Department for Transport also provide detailed information on-line outlining the regulations and policies related to the management and reduction of aircraft noise disturbance.

Some persistent complainers nevertheless attempt to circumvent the established processes by requesting information from the Board of Directors at Gatwick or the Chief Executive. All such correspondence is incorporated into the existing complaints management process, the issues raised will now be notified to the NMB for consideration in context of the on-going NMB work.

Annex 5. NMB/5 Documentation

GATWICK AIRPORT NOISE MANAGEMENT BOARDFIFTH MEETING (NMB/5) - 5th April 2017**MEETING DOCUMENTATION – Issue two**

Reference	Agenda Item	Title
		WORKING PAPERS
WP01		Proposed Agenda
WP02	1	NMB/3 Draft Minutes for Ratification
WP03	2	Proposals for FED Monitoring Gates in Arrivals Swathes
WP03-A1	2	Annex FED data pack proposed monitoring metrics
WP04	2	Fair and Equitable Distribution of Arrivals
WP05	3	Imm-10 ILS Minimum Joining Point Post-Evaluation
WP06	3	Imm-11 Runway in use Protocol
WP07	4	2017/2018 Work Plan
		INFORMATION PAPERS
IP01		NMB/5 Meeting Documentation - issue 2
IP02	2	Matters Arising NMB/3 Action List update
IP03	2	Report on utility of GAL complaints system
IP04	2	Report on Route 4 complaints
IP05	3	Gatwick Arrivals Review Implementation Report
IP06	3	Imm-06 Report on progress with incremental improvements to CDA
IP07	3	Imm-10 Report of 6-month evaluation
IP08	3	Imm-11 Runway Protocol response to CAGNE
IP09	4	Imm-15 Height Perception Research Scope
IP10	4	reserved
IP11	4	Copy of NMB/3 IP17 CNG Departures Review Proposal
IP12	4	Gatwick Departures Work Plan and Current Activity
IP13	4	Arrivals Analysis in Support of Fair and Equitable Distribution
IP14	4	Night Noise Respite Trial 2013 summary
IP15	4	Night Noise Respite Trial 2013 presentation
IP16	4	reserved
IP17	4	Copy of NMB/3 WP7 Future work plan
IP18	5	Airport Utilisation Planning - CNG request
IP19	5	Night Flight Dispensation Process
		FLIMSY PAPERS
FL01		Oslo Point Merge Analysis
FL02		Managing arrivals noise pre-PRNAV, east of Gatwick