

**NOISE MANAGEMENT BOARD - GATWICK AIRPORT****Review of NMB/8****15<sup>th</sup> November 2017**

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**Synopsis**

This paper provides a review of NMB/8, with some indication and background for the agenda topics discussed at the meeting, which was held on 15<sup>th</sup> November 2017.

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**Introduction**

The chairman introduced the meeting thanking those who had taken part in the Reduced Night Noise Workshop, observing that the opportunity for an in-depth discussion of the many factors impacting the night noise initiative had been welcome and proved to be very constructive.

The workshop had been designed to permit detailed open discussion and tutorial, without impacting the progress of the NMB. Quarterly workshops are now proposed to improve communication of priority NMB topics, CNG dialogue and a more efficient conduct of NMB meetings.

The chairman then turned to two topics that CNG had raised for the agenda.

The first of these was a request that LAMP2 become a standing item for every NMB. While agreeing that the full review of airspace serving all London Airports is an important topic, the planned implementation date is expected to be in more than 6 years' time. Rather than add the LAMP2 topic as a standing NMB agenda item, the chairman suggested a return to the LAMP2 topic whenever there is an opportunity for NMB to contribute to and to usefully influence the concept developments and planning work. He also noted that a NMB workshop is proposed for CNG in November 2018 for LAMP2 and FED planning.

The second topic raised by CNG was a request for an update on the GAL noise complaints system. The chairman reminded the meeting that NMB interest in the Complaints Policy and System was a consequence of the oversight of the Arrivals Review recommendation, which is now complete. NATMAG is responsible for oversight of the GAL complaints System and Policy. GAL nevertheless confirmed that it is expected that the CASPER complaints handling capability will be adapted to also incorporate a voice based complaint facility in summer 2018. CASPER has not yet been able to indicate precise timing for the proposed change.

**The NMB Work Plan and Implementation Report****a) Continuous Descent Operations (CDO)**

CDO is established as a priority activity for the NMB. The issues are complex and require engagement with a very wide range of stakeholders, including airlines and their pilots based overseas, the publishers of aeronautical charts, and it requires alignment with similar initiatives at other airports around the world. CDO compliance at Gatwick is consistently around 90%, the best in UK. Additional measures are being taken to address aircraft operators not yet meeting the required criteria.

GAL has submitted a proposal to Future Airspace Strategy (FAS) to define low noise approach metrics for use as a supplementary addition to the existing CDO definition. The new metric will be a UK wide solution for the measurement and benchmarking of arrivals against a pragmatic optimum low noise approach. The proposal has been submitted to the FAS Policy Review Programme and Investment Board for review and is expected to be approved in late 2017.

The Flight Operations Performance Safety Committee (FLOPSC) workshops took place in October and November to discuss potential changes to aircraft approach speeds to reduce noise, departure noise abatement procedures and mechanisms for improved airline engagement regarding noise abatement. The outcomes from the workshops have informed the relevant workplan activities.

*b) Departures*

The FLOPSC workshops took place in October and November also considered NADP (Noise Abatement Departure Procedures). Additional desk based research, along with CAA ERCD analysis will clarify the noise and environmental benefits/impacts of standardised NADP at Gatwick. The workshop has initially confirmed that the majority of Gatwick departures are currently flying an NADP 2 procedure which offers benefits beyond the immediate vicinity of the airport. At this stage, NADP 2 is the preferred solution at Gatwick, but results from national research being conducted by the Aircraft Noise Monitoring Advisory Committee will be considered before a final decision is made.

The review of constraints on Gatwick departures by routes to/from other airports has confirmed that for these constraints to be removed, changes to arrivals and departure routes to other London airports are necessary. This would require the use of an airspace change process. Further work is expected to identify the benefits and impacts of these potential changes. A further update will be provided to the NMB when the impact assessment has been completed.

*c) Fair and Equitable Dispersal (FED)*

The NMB has considered an improved outline of community requirements for FED monitoring and reporting, intended to enable assessment of aircraft overflight for any location.

NATS has previously reported that some potential scope had been identified from the outcomes of an internal NATS FED workshop which considered four preliminary options for reducing disturbance prior to the LAMP2 airspace redesign expected after 2023. Further work on these outcomes has indicated that the increased use of airborne holding at higher levels is expected to reduce the need for lower level manoeuvring, to improve dispersal and to reduce noise disturbance. NATS will be advancing this initiative during 2018 in accordance with their established procedures for operational adaptations, as and when their technical resources permit.

*d) Reduced Night Noise (RNN)*

The reduction of night noise disturbance was established and adopted as a priority for the NMB in November 2016. RNN was discussed at NMB/5 in April leading to a preliminary proposal for objectives for a new the reduced night noise activity, which was provided to NMB/6 in June. CNG responded with their proposed objectives and pre-conditions for an operational trial which were discussed at NMB/7. Industry also provided views.

The overriding principle agreed was that any solution should avoid newly affected communities (those not currently disturbed) while also reducing noise for those currently affected. Further preparatory work is underway, including the finalisation of trial objectives, which are expected to be agreed at NMB/9. The resolution of the restrictions proposed by the CNG pre-conditions is still required. Next steps are expected to include the planning of a trial, which can be expected to begin

in early 2019 and is intended to evaluate the noise and other impacts of the initiatives. It is expected that the main noise benefits could be realised in areas about 10-15 aircraft track miles from the airport.

As regards prior NMB tasks related to reduction of night noise disturbance, DfT reported that a review of the process for handling of night noise dispensations is underway, details were provided to the meeting. NMB views on this are also sought by DfT in this respect. DfT intends on completing the review by spring 2018. Although any changes to the rules around issuing of dispensations would require formal consultation, DfT would look to implement other recommendations that may be made as soon as feasible after the review.

### **NMB Communications**

Plans for the NMB participation in the GAL Airspace public meeting to be held December 7<sup>th</sup> were discussed. The proposals include briefings and some interactive tutorials on a range of key issues and support tools.

### **Efficiency of NMB Meetings**

#### a) NMB Workshops

As a part of the process for enhancing NMB communications and NMB meeting efficiency, NMB has agreed a proposed plan and related purposes for NMB tutorials and workshops. The workshops will be scheduled between each NMB meeting and are primarily intended for Community Noise Groups participating in the CNG Consensus Agreement, and County Council representatives. It is expected that there will be four such workshops each year, each one will focus on a NMB priority activity, selected from the approved NMB work plan.

The NMB workshop concept has already proven to be a valuable initiative. The NMB Departures workshop held in summer 2017, was able to involve and engage with a broader group of interested organisations and to independently develop a view on what issues and priorities were considered important by participants. The outcomes were then communicated to the NMB as an unambiguous indication of related objectives and priorities.

The proposed workshops will provide a greater in depth briefing than is currently possible, and will facilitate improved collective CNG discussion of the priority topics to help develop views prior to each NMB. The output and conclusions from each workshop will be used to inform discussion at the NMB, and an input to strategic noise management planning.

#### Workshop Objectives

- Aim to deep dive into NMB priority workplan topics and facilitate improved collective community discussion
- Where appropriate, relevant background information and tutorials will be provided
- To enable broader community engagement by including community NMB members and those participating in the consensus agreement
- Discuss viewpoints and develop conclusions for delivery to the NMB in information papers to inform the direction of the NMB when progressing its workplan

#### b) Code of Conduct Register

The NMB Code of Conduct was developed and adopted by the NMB in September 2016. The Code is intended to support and ensure the harmonious and efficient conduct of the NMB in addressing the

objectives described in the NMB Terms of Reference. Since adopting the Code, a number of NMB members have approached the Chairman or Secretary indicating that the behaviour or actions of one or other members of the NMB has breached the NMB Code of Conduct. It became evident as the NMB developed that while the Code is published and agreed by the NMB, no associated and effective process for dealing with alleged breaches had been put in place. Accordingly, to assist with resolving any related matters and with effect from NMB/7, a Code of Conduct Register and effective from NMB/8 a related process has been established.

#### Process

- I. Any alleged breach of the NMB Code of Conduct should be notified to the Secretary, and will be recorded in the register.
- II. The Chairman and Secretary will prior to each NMB, review the Code of Conduct register, investigate any allegations, and will recommend conclusions and as appropriate, remedial actions to the NMB.
- III. The NMB will be invited to note the recommended conclusions and to endorse the recommended remedial actions.

#### Other business

##### a) Internal Coordination

A review of the terms of reference, roles and responsibilities and coordination between GATCOM, NATMAG and NMB is underway to identify any remaining overlap, gaps in coordination or duplication of effort. This is intended to improve the efficiency, effectiveness and information flow for each group and to maximise the value for members. The chairman's prior remarks on the Noise Complaints system reflect some of the initial findings of this initiative.

##### b) NMB Guiding Principles

The Secretary introduced a working paper proposing guiding principles for the NMB. The NMB has established and approved Terms of Reference that set out its purpose, objectives and constitution. The paper proposes Guiding Principles to enhance this governance, it is proposed that these guiding principles will be established to help inform the NMB when considering how to plan, to recommend and to undertake NMB tasks. For instance, the NMB will identify and progress changes that could be relatively small or much larger in impact. The latter may often require an operational adaptation to how the airspace is managed or even a re-design of the airspace itself (such as LAMP 2), some of this work will require the Airspace Change Process to be applied.

The paper therefore proposes principles which have been guided by UK Government Policy and subject to NMB agreement, could be used to guide the continuing progress of NMB workplan activities. The NMB agreed to review the proposals and to propose any changes by NMB/9

**About the NMB**

The NMB was constituted in June 2016 to develop, agree, oversee and maintain a coordinated noise management vision and consequent strategies at Gatwick, for all stakeholder organisations. These are intended to improve the situation for those affected by noise from aircraft using Gatwick. While the initial focus of the NMB was the implementation of the Arrivals Review Recommendations, published at the beginning of 2016, the NMB's remit extends to all important noise management issues related to Gatwick, including those related to departures, and aircraft ground noise, as well as arrivals.

The NMB work plan for the 2017/2018 period comprises 20 activity areas, their related individual work streams and project plans. Each of the work streams is allocated a priority based on guidance from the NMB. The work streams are coordinated by GAL, with progress reported to the NMB. All organisations participating in the NMB contribute to the progression of the work streams to a greater or lesser extent, depending on the topic. For instance, for Continuous Descent Arrivals, the professional engagement of Airlines, ANS, CAA, DfT, GAL, NATS is required; as well as input from Community Noise Groups, County Councils and GATCOM. GAL also engage independent industry consultants to conduct objective analysis developed through interaction with all stakeholders, and to propose conclusions for the NMB to consider.

The meetings of the NMB consider a wide range of topics and different points of view. Nevertheless, the NMB progresses activities that have been identified as priorities by Community Noise Groups.

The next NMB meeting (NMB/9) will be held on 11<sup>th</sup> January 2018:

[www.gatwickairport.com/nmb](http://www.gatwickairport.com/nmb)