

NOISE MANAGEMENT BOARD - GATWICK AIRPORT**Review of NMB/7****6th September 2017**

Synopsis

This paper provides a review of NMB/7, with some indication and background for the agenda topics discussed at the meeting, which was held on 6th September.

Introduction

The chairman introduced the meeting with two observations; the first being that some members were expressing concern at the number and complexity of NMB papers and; that there is an increasing tendency among community groups to press for every action identified in the workplan to be accorded the highest priority.

The NMB was reminded of the need for detailed papers and a robust audit trail of topics discussed and conclusions reached by the NMB, in order to ensure that all topics are thoroughly considered and addressed, and that the basis for conclusions for each topic is clear and is documented.

As regards priorities, the NMB is relying on the resources of its members and their ability to assign competent experts to address each topic. The potential noise improvement impact of each activity is an underlying consideration when developing priorities. The tendency for community groups to seek more and more data on each topic is on the one hand, adding to the burden of NMB papers to be considered, while at the same time is also tying up resources on work that is not always productive in serving the strategic objectives of the NMB – reducing the effect of noise from aircraft using Gatwick.

The chairman reminded the meeting that the NMB needs to be more diligent in ensuring that data analysis work requested and undertaken makes best use of the resources available to achieve the noise reduction objectives.

The NMB Work Plan and Priorities 2017/2018*Growth, noise and government policy*

This additional work topic has been proposed by community groups as a high priority. The proposal seeks to develop mechanisms and metrics to link future growth in the number of flights at Gatwick, with corresponding improvements in noise performance. The NMB discussed how to identify practical steps that could serve this objective, taking into account the established trends, aircraft types and versions in use, airline, airport and air traffic control investments, airspace changes and differing aircraft operating techniques. Existing government policies and expected developments will also impact this work. The NMB agreed that this could nevertheless be a valuable addition to existing noise improvement initiatives and that preliminary work should be undertaken to establish how to identify and agree what specific metrics could be used, for instance aircraft type, and how to

assign noise values to these metrics for trade off purposes. GAL agreed to develop preliminary suggestions on what metrics could be considered for this purpose.

a) Fair and Equitable Dispersal (FED)

The NMB has sought to build consensus and agreement on the precise meaning of FED, so that agreement can be reached on what is meant by communities seeking its delivery. The NMB will then use this as a basis for a guiding principle to deliver FED through any reasonable mechanism that can be identified. The NMB was able to agree a preliminary description of FED at its April meeting, including identifying objectives for specific dispersal on the ILS joining point for runway 26, for aircraft landing towards the west. Several monitoring gates were also proposed by CNG and agreed. A baseline target of 2011 traffic dispersal, for aircraft joining the ILS approaching runway 08 (west of the airport) was agreed at NMB/7.

Even so, a consistent basis for measuring both past and present dispersal is still needed, to understand exactly what proportion of flights occur and has occurred for all locations. This must be resolved before methods to deliver predictable FED can be designed and established. The NMB has considered an improved outline of community requirements for FED monitoring and reporting, and newly defined proposed impact metrics, intended to enable assessment of aircraft overflight for any location. NATS also 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 airspace redesign expected after 2022. Further work on these outcomes will be reported to NMB/8 in November.

b) Continuous Descent Operations (CDO)

CDO was established as a priority activity for the NMB as a result of the recommendations of the arrivals review. It remains a priority. 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. The NMB was provided with an update outlining good progress with CDO performance of about 90% of all flights at Gatwick, already leading most other airports in UK, and additional measures taken to address aircraft operators not yet meeting the required performance criteria.

A second phase of CDO activity was also described, which is progressing the definition and implementation of a Reduced Noise Arrival; this will be achieved by improved facilitation of the use of Low Power and Low Drag techniques. This work needs to be undertaken at UK national level, to be applied at all UK airports including Gatwick, as soon as the necessary planning, approval and certification tasks have been completed. This is expected at the end of 2018.

c) Reduced Night Noise

The reduction of night noise disturbance was established and adopted as a priority for the NMB on recommendation of GATCOM in November 2016. A respite trial was undertaken in 2013 that sought to reduce the numbers of people affected by aircraft noise at night, by establishing revised routings and exclusion zones. The NMB agreed to review this initiative and to develop potential objectives for a new night respite programme. The issue was discussed at NMB/5 in April leading to a preliminary proposal for objectives for a new the quiet night activity, if it were to proceed, which was provided to NMB/6 in June. CNG were invited to respond with their views, these were discussed at NMB/7. Industry also agreed to consider the issues. The related discussion papers, suggestions and conditions are included in five papers that were provided to NMB/7. Next steps have now been identified, but while communities would like night respite to be a priority, the proposed pre-conditions and caveats they have proposed, make it extremely unlikely that operational trials could

be expected before 2019. In the meantime, it was proposed that any respite activity should target the entire night, rather than just the core night hours. And that no option for dispersal should be excluded. 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 planning is underway.

The DfT response outlining the process for handling of night noise dispensations was discussed. Several points are outstanding. DfT reported that a review of the process is expected with the topic to be further discussed by NMB in November.

Agenda Item 4: Airport Slot Coordination Presentation ACL-UK

The efficient use of runway and terminal resources is an important consideration at any airport. Careful planning of proposed runway utilisation by aircraft is essential. This also has a direct bearing on the efficiency of the arrivals routings. Bunching of arrivals can occur, leading to extended routing, distributing noise over more people. ACL described how the process of slot management and allocation is achieved at busy airports, including Gatwick. The ACL presentation is available to NMB members via Box.

Agenda Item 5: NMB Communications

a) Communications Plan

The need to improve that quantity and content of communications from the NMB has been identified and agreed. The proposed communications plan was adopted.

b) END Noise Action Plan

The Government makes clear that it wants to strike a fair balance between the negative impacts of noise (on health, amenity, quality of life and productivity) and the positive economic impacts of flights. Airports are under a legal obligation to develop strategic noise maps and produce Noise Action Plans based on those maps, on a five-yearly basis. The next Noise Action Plan is being prepared, and the NMB is invited to note the preliminary proposals (IP14).

c) Public Meeting December 7th 2017

Preliminary views were sought regarding NMB participation in the public meeting to be held December 7th. The proposals for an interactive meeting with tutorials on a range of key issues was agreed.

Agenda item 6: Any Other Business

a) Departures

A range of measures were discussed that relate to individual work programmes established for Departures, further analysis will be provided to support in depth discussion at NMB/8 in November.

b) Noise Complaints Policy

- a. A proposal was received to revisit the Imm-11 recommendation for a runway protocol to take advantage of still air conditions. This recommendation, although accepted by GAL was rejected at NMB/5 on the basis that it advantaged communities further from the airport to the detriment of those nearby.
- b. The topic was discussed at NMB/7 with the following outcome:
 - i. The original decision of NMB was reviewed and upheld
 - ii. It is the view of NMB that CDO initiatives, and night respite planning offers a better opportunity for communities further from Gatwick, without disadvantaging those nearby
 - iii. The NMB also concluded that it would not revisit prior NMB decisions within 12 months, unless a material change of circumstances had occurred beforehand

c) LAMP planning (IP19)

NATS are developing their views of the long-term requirements as a part of the evolution of UK Airspace. The London Airspace Management Programme is an integral component of this process. The NMB has been invited to provide an indication of the objectives for airspace change that it considers important. A detailed briefing will be provided to NMB Community Groups in early November.

d) Procedure for use of Flimsy papers

Flimsy Papers include information, generated by individuals and organisations from outside the NMB constituency, which the NMB may find useful as background information. An issue has been identified for discussion at NMB/7 in relation to Flimsy material and its potential use in NMB workshops and working groups.

e) NMB Code of Conduct

The NMB Code of Conduct sets out a number of expectations for NMB members in their interactions. Any related issues arising will now be recorded in a Code of Conduct register for regular review by the Chairman and Secretary.

About the NMB

The NMB was constituted in June 2016. The purpose of the NMB is to develop, agree, oversee and maintain a coordinated noise management vision and consequent strategies for 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 has now agreed its work plan for the 2017/2018 period. This plan comprises 20 activity areas and 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 industry consultants, including ERM, Helios Technology and Think Research, to conduct objective analysis developed through interaction with all stakeholders, and to identify 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 objectives that have been identified as priorities by Community Noise Groups.

The next NMB meeting (NMB/8) will be held on 15th November and the NMB has a dedicated webpage:

www.gatwickairport.com/nmb