

GATWICK AIRPORT NOISE MANAGEMENT BOARD (NMB/9)

Thursday 11th January 2018 - Hilton Hotel Gatwick

Meeting Minutes

Welcome and Introductions

1. The chairman opened the meeting, welcoming participants and noting apologies for absence. This included an acknowledgement that following the afternoon break, both the NATS and GATCOM participation in NMB/9 would switch from member to alternate due to a conflicting appointment.
2. On behalf of NMB, the chairman welcomed Katie Mathias of Helios. Katie, who is co-author of the independent airspace review at Toronto Pearson Airport, is taking over the NMB role of Matt Brookes, Matt is leaving the company to join the FPT at GAL. NMB recorded thanks to Matt for his considerable contributions to the work of the Board.
3. The chairman also acknowledged that the NMB had demanded a good deal of time from members, particularly in this winter period. NMB/8 had met just 8 weeks previously and the NMB public meeting had been held only 5 weeks ago. 2018 marks the adoption of a new quarterly meeting schedule for the full NMB, with NMB focus workshops to help prioritise resources, scheduled between each plenary meeting. These NMB workshops are intended to address the NMB priority topics in depth for those with a specific interest, and help to inform further development of NMB work plans and priorities. The workshop objectives are:
 - a) Aim to deep dive into NMB priority workplan topics and facilitate improved collective community discussion
 - b) Where appropriate, to provide relevant background information and tutorials
 - c) To enable broader community engagement by including NMB members and those (currently 14) CNG participating in the community consensus agreement
 - d) Discuss viewpoints and develop conclusions for delivery to the NMB in information papers to help inform the direction of the NMB when progressing its workplan
4. The NMB meeting schedule for 2018 includes 4 plenary meetings of the NMB, 4 NMB workshops and, the yet to be scheduled NMB public meeting, expected in December.
5. The chairman also reported with thanks, that he is very happy with the support and cooperation from all NMB members over the past year, a period when the NMB has addressed a number of complex topics and challenging differences of opinion. 2018 begins with the NMB having greater clarity in its structure, efficiency, purpose and the integration of work priorities with other organisations involved with the management of aircraft noise. The NMB can look forward to further progress in noise reduction through 2018.
6. Referring to the Westminster Hall debate held the day prior, the chairman reported his observation that during the debate, MP's had noted several times the role of the NMB in helping to develop local solutions to any aircraft noise issues that arise at Gatwick.

7. Turning to the topics of the day, the chairman complimented NMB members on the quantity and quality of NMB papers that assist greatly with informing discussion, creating a useful record of the issues relating to NMB topics and their associated timetables and obligations.
8. CNG had submitted to NMB in early January a Decision Paper, NMB/9 WP04, a CNG proposed NMB resolution for growth and noise. It was agreed that the meeting would be organised so that sufficient time could be made available for the topic to be discussed at the end of NMB/9 under Any Other Business.

Agenda item 1: Approval of the Minutes of NMB/8

9. The draft Minutes of NMB/8 were opened for comment. TM pointed out a factual error in paragraph 9c, apologising that he had not identified it in the review of the preliminary draft in December. The factual error was corrected. The NMB/9 draft Minutes were then agreed and are now ratified and marked as approved on the NMB web page.

Agenda item 2: Review of Matters arising from NMB/8

10. The Secretary reported that each of the Actions arising from NMB/8 were now completed in accordance with the agreed timetable and are now closed. Any written material arising has been distributed to NMB using the Information Paper mechanisms. Where a need for further discussion and strategic direction is a consequence of the NMB/8 actions, the topics are included in the agenda of NMB/9. Preliminary RNN Trial Objectives (NMB/8 Action 4) are discussed under Agenda item 3.
 - a) For NMB/8 Action 5 NMB Guiding Principles, CNG had responded as requested with comments on the proposals made in NMB/8 WP03. CNG comments (NMB/9 IP05) were discussed by NMB and changes agreed. The Secretary agreed an Action to reissue the Guiding Principles incorporating these changes. **NMB/9 Action 1**. The proposed Guiding Principles were accordingly adapted and are included as Annex 2.
 - b) NMB/8 Action 7, Airbus A320 series FOPP modification and reporting. NMB was advised that for the Airbus A320 family aircraft, the new charging scheme arising from a recommendation of the Arrivals Review to incentivise operators to adopt an aircraft modification proven to reduce noise, has been implemented by Gatwick Airport Limited as planned on January 1st 2018.
 - I. Both easyJet and British Airways have now completed the upgrade of their Airbus fleets, which are now 100% modified. These two airlines currently account for more than 80% of the flights by this type of aircraft at Gatwick, other airlines are also completing their modification programmes. It is expected that modified aircraft will be used at Gatwick with airline priority to avoid the surcharge until all aircraft are completed.
 - II. The Airport slots used by the now defunct Monarch Airlines, whose aircraft were 100% modified, have been purchased by IAG, the owners of British Airways.
 - III. Small Planet Airlines, whose Airbus aircraft are not modified, is leaving Gatwick. The airport slots have been sold by Small Planet to Norwegian Airlines which operates an exclusively Boeing Fleet.
 - IV. Gatwick is the first airport in the world to implement a differential noise-based charge for the Airbus A320 family of aircraft.
 - V. CL asked whether other airports are following suit? MB advised that Heathrow has indicated that it is expecting to introduce a similar scheme in future. HC asked what

happens to the additional fees levied on the remaining noisier aircraft, and could they be allocated to communities? AS stated that the regulatory framework that governed the charges regime was clear. Gatwick was not permitted to profit through the differential noise charges beyond the levels already permitted by GAL's published commitment. If the new FOPP charge delivered a higher level of revenue than GAL anticipated this year, this surplus would be reflected in a revenue balance that is carried forward into next year and would limit future price increases accordingly. GAL has no plans to allocate money from the FOPP charge directly to communities - it is a charging mechanism for incentivising improved noise performance rather than acting as a source of additional profit for GAL. The CAA monitors GAL pricing levels and provides good practice principles with respect to charges. In the absence of the CAA representative to provide clarity GAL agreed to share these CAA good practice principles particularly with respect to environmental charging. **NMB/9 Action 2**

- VI. Future monitoring reports regarding the status of the phaseout of unmodified aircraft using Gatwick will be reported by number of flights made by these aircraft, rather than by numbers of modified aircraft. These figures will be reported for aircraft using Gatwick airport only, and not the entire fleet. The information will be gathered by NaTMAG and reported to NMB.

Agenda item 3: RNN Trial Planning and Process

11. 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 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. Further preparatory work is underway, including the finalisation of trial objectives. Next steps include the detailed planning of the trial, which is likely to begin in early 2019, and evaluation of the noise and other impacts of the initiatives. It is likely that the main noise benefits could be realised in areas about 10-15 aircraft track miles from the airport.
12. NMB/9 discussed two papers that had been prepared to support progression of the RNN trial planning and process; NMB/9 WP03, which sets out the basis for each activity and the process and; NMB/9 IP26 which discusses the detail of CNG proposed pre-conditions for any reduced night noise trial. The CNG views discussed in IP26 were originally set out in detail at NMB/7 in paper NMB/7 IP10 and; from CAGNE NMB/7 IP22. The updated plan and process for advancing the proposed RNN trial presented to NMB/9 in WP03, additionally takes into account feedback provided at NMB/8.
13. In order to provide the best possible data set for comparison, noise impacts will be measured both before, during and after the trial using mobile noise monitors. The noise data will be complemented with radar data overflight analysis. The use of these analysis methods will allow for the collection of objective, scientific data which can be used to assess the measured effects against the high-level aims and objectives of the trial. It is expected that more noise monitors will need to be sourced by GAL, and that measurement of the noise impacts outside of the areas currently measured will be a first priority.

- a) The trial will take place based on a fixed 6-month trial operated under the CAA's airspace trial guidance (CAP1616). The trial will initially be operated between 0130 and 0500 as this is the lowest traffic period and the safest opportunity to introduce new procedures, although stretch targets have been introduced to increase the applicable time period where possible.
 - b) Airlines with most planned arrivals between 0130 and 0500 will be invited to take part. This means that up to 70%, or 8 of the arrivals per night in this period could be part of the RNN trial. This does also mean that a limited number of arrivals in the period will not be part of the RNN trial.
14. The chairman emphasised to the NMB that the objective of today's meeting is to agree to continue the planning work. This will require agreement of the high-level aims of the trial and the process that the NMB will follow. These are described in detail NMB/9 WPO3. This process will follow a series of planning stages, which if all completed will lead to a trial commencement not before January 2019.
- a) NMB/9 is intended to agree the high level aims and objectives of the RNN trial.
 - b) The RNN workshop on March 14 will consider high-level concepts for dispersal by design with RNAV, for discussion and feedback.
 - c) RNN routes will need to be designed and simulations undertaken before the trial can begin. DM advised that the processes necessary to define and publish routes, and to insert them into the aircraft navigational data base is lengthy, even for a trial. It can be expected to require a minimum of 6 months lead time. Any delay beyond the planned June decision will impact the achievable start date for trial.
 - d) Further refinements and discussion will occur at NMB/10 in April, with a decision on when and how to proceed with the trial to be made at NMB/11 in June.
 - e) The objectives of the RNN Trial described in NMB/9 WPO3 are:
 - I. To reduce the peak noise levels generated per arrival per aircraft type
 - II. To not place routes outside of the extents of the current lateral arrivals distribution
 - III. To validate the use of RNAV for arrivals
15. JG confirmed the support of GATCOM for the proposed RNN trial and the acquisition by GAL of additional noise monitors that are expected to be needed. He also reminded NMB that references to night period should be consistent and refer to the 'core night', which excludes the shoulder periods.
16. The GAL Noise Insulation Scheme was discussed during the review of CNG pre-conditions (NMB/9 IP26). Several CNG representatives expressed views drawing attention to the limitations of the scheme and its application, and making a number of proposals for its variation. The chairman, while appreciating the different perspectives, indicated that this was not a topic that belongs in the discussion of a six-month RNN trial, nor therefore to be progressed at NMB/9. It could nevertheless be discussed at the RNN workshop in March. CNG are keen to be involved in the development of noise measurement metrics related to the RNN, and will submit proposals to Helios in time for discussion at the March Workshop. **NMB/9 Action 3.**

17. A number of RNN trial design considerations are described in the supporting paper (NMB/9 WP03). Several of these were explored by NMB. CNGs acknowledged that specific route design would be discussed in detail at the March workshop, but highlighted they were anxious to ensure that there should be as few constraints as possible on the route options to be evaluated. The discussion on RNN concluded with a wide agreement to support the proposed RNN trial and its associated process, without any particular constraint of design considerations before the NMB Workshop scheduled for March 14th.

Agenda item 4: NMB Work Plan and Implementation Report

18. Helios presented the status of the NMB Work Plan activities and provided an update for all areas, noting that the associated documentation had been enhanced in line with the actions agreed at NMB/8. NMB discussion focussed on several specific topics.
19. *Fair and Equitable Dispersal*. NATS has previously reported to the NMB that some potential scope for near term FED improvements had been identified from the outcomes of an internal NATS FED workshop held in May 2017, which considered four preliminary options for reducing disturbance prior to the LAMP2 airspace redesign.
 - a) Further work at NATS on these internal workshop outcomes has indicated that the only viable near-term operational procedure option available is the increased use of airborne holding at higher levels. This is expected to reduce the need for lower level manoeuvring, to improve opportunity for dispersal and, to reduce noise disturbance. NATS will be advancing this initiative during 2018 to serve the near-term FED objectives. A Temporary Operating Instruction (TOI) has been drafted by NATS. The next phase will require that a hazard impact assessment be prepared in accordance with NATS' established procedures for operational changes, and this assessment will be completed as soon as NATS technical resources permit. NATS undertook at NMB/8 to provide the NMB with a timeline when this is confirmed.
 - b) RC indicated that the availability of the technical resources had still not been confirmed due to the priority delivery of the electronic strip system EXCDS. He now anticipated that further work on this initiative would only commence in June at the earliest. CNGs expressed their significant dissatisfaction with this lack of progress, and reminded the Chairman of the previously indicated activity milestones detailed below:
 - Completion of feasibility, benefit and impact analysis - Complete, September 2017
 - Approval of draft temporary operating instruction, March 2018
 - Commencement of operational practice, June 2018Following the CNGs intervention the Chairman agreed to escalate the issue by writing to the NATS CEO.

NMB/9 Action 4 NMB Chairman to write to NATS CEO stressing the NMB FED priority and seeking early support for the NATS proposed FED initiative to increase use of holding for Gatwick inbound aircraft during inbound peak periods.

20. *IMM-15 Height Perception Research*. A recommendation of the Arrivals Review: 'To better inform stakeholders, independent academic research should be undertaken to validate the reasons why arriving aircraft are often perceived by residents to be lower than in the past, and to identify measures to establish the actual facts in a controlled analysis with community involvement'.
- a. SM of ERM presented the key findings of the research project undertaken by the University of Sussex (NMB/9 IP18). The full report will be published in February. SM reported that:
 - a) This is the first study on the relationship between aircraft height, noise and perception in the community. The literature reports increased sensitivity to noise in recent years.
 - b) The importance of 'non-acoustical factors' in influencing perception of noise (e.g. noise sensitivity, being in-control, living circumstances). One study notes a community expecting an airport to be noisier next year will be 30-50% more highly annoyed than one expecting an airport to be quieter next year.
 - d) Average heights have not changed since 2012, but there are a small % more of the lowest flights; e.g. ~3%.
 - d) Study participants underestimated height by 1,500 ft. on average. Participants were very good at perceiving changes from the 'average' plane height.
 - e) Hours in the field monitoring arrivals and talking to residents, showed that respondents made their long-term perceptions of height and annoyance based on the lowest/noisiest planes.
 - f) The small increase in the number of low flying 'outliers' since 2012 may therefore account for the long-term perception that 'aircraft are lower', and also more annoying.
 - g) Increased focus on reducing these outliers should have a positive effect
21. *Departures Workplan Activity 15*. AS introduced JH of Trax, an independent consulting company employed by GAL to study departure related issues. JH presented the Trax findings for NMB work plan Activity 15. The associated presentation and summary report have been provided as Information Papers (NMB/9 IP19)
22. JH explained that CAP1531 'CAA conclusions¹ in respect of modification requirements relating to Route 4 RNAV 1 SIDs and correction requirements relating to Route 4 Conventional SIDs' suggested that Gatwick Airport Limited (GAL) examine options to enable re-profiling of the Route 4 RNAV1 Standard Instrument Departures (SIDs). GAL therefore requested a Feasibility and Options study to articulate the reasons for the existing initial altitude restrictions on their Route 4 departures together with the potential options and actions required in order to enable a higher initial altitude.

¹ Announcements by CAA subsequent to NMB/9 will have an impact on next steps

Although not a CAA suggestion, GAL requested the same investigation for Route 3 departures.

23. The paper used a combination of Instrument Flight Procedure (IFP) design, radar track data analysis and Air Traffic Control (ATC) expertise to understand what would need to happen in order for improved vertical profiles for Gatwick's Route 3 and 4 departures to be realised. The study investigated vertical re-profiling of SIDs in the vicinity of Gatwick and not lateral changes to tracks over the ground of published procedures.
 - a. The study found that changes to the vertical profiles of multiple Heathrow departure routes are required to enable vertical improvements to Gatwick's Route 4 and Route 3 departures. However, the high level of tactical intervention by Air Traffic Control (ATC) required to enable the London airspace to operate as efficiently as it does today, add a significant complication to enabling improvements to both routes.
 - b. It is likely that improving the initial published altitude on Gatwick's Route 3 departures from 3,000ft to 4,000ft is a viable possibility, subject to further detailed investigation and wider stakeholder buy-in.
 - c. However, the ability to raise the initial published altitude on Gatwick's Route 3 departures from 3,000ft to 5,000ft and also Gatwick's Route 4 departures from 4,000ft to 5,000ft are equally affected by the ATC tactical intervention currently experienced on the Heathrow 27L/R DET route.
 - d. There are potential options to overcome the issues in raising the initial SID restrictions to 5,000ft.
 - e. The study recommended that deeper analysis of current continuous climb performance of Gatwick's Route 4 and Route 3 departures is undertaken to assess the realisable benefits of making any changes. The study found that the vast majority of Route 3 and Route 4 departures are already being climbed above SID levels by ATC.
 - f. AS confirmed that this deeper analysis has been commissioned by GAL and that the required next step of study validation by NATS was also underway.
 - g. GAL indicated that the report presented by Trax was an interim update and that work would continue to overcome the obstacles identified to raising Routes 3 & 4 to 5,000 ft, with the intention of presenting conclusions at NMB10
24. In light of in his view, the less than positive feedback in relation to Routes 3 & 4, IH asked for assurance that the other departure routes would receive similar reviews to determine what specific noise mitigation could be delivered. AS provided such assurance.

Agenda item 5: NMB Efficiency

25. *NMB Public Meeting December 7th 2017.* NMB participation in the GAL Airspace public meeting held on December 7th was discussed. Following plenary briefings on progress and plans, the agenda provided an opportunity for a number of interactive demonstrations with a hands-on discussion and feedback on a range of key noise

management issues and related support tools. The public meeting provided participants the possibility to meet aircrew, air traffic control staff, noise management scientists and noise laboratory experts, as well as representatives from CASPER and airport staff to ask questions and provide feedback.

26. Feedback reported on the day and subsequently has been very encouraging. NMB/9 also agreed that the effort and revised format had been very worthwhile, suggesting that the 2018 meeting should build on the concept.
27. *NMB/GATCOM/NATMAG Review*. The Secretary reported that representatives from GATCOM, NaTMAG and the NMB, including the chairs and secretaries for each of the three groups, met in early November 2017 with GAL to consider whether or not there is sufficient clarity in the established purposes for each group, the associated terms of reference, constitution, and responsibility. The desired outcome being to; minimise any overlap or duplication of effort (especially as regards analysis of data and preparation of reports), to clarify any uncertainty of purpose and, to identify any areas in need of more focussed effort to improve the response to any noise mitigation initiatives. The findings of the review and its recommendations, which are now being implemented, are summarised in NMB/9 IP15.
28. *NMB Communications*. It is now several months since NMB communications have been enhanced in an effort to increase the dissemination and navigability of information available to NMB members both before and during the meeting. The chairman is keen to understand what additional steps are necessary in the spirit of continuous improvement. While there is agreement that the information and its timeliness has generally improved, there is clearly still room for more progress.
29. MW reiterated his view that there is a need for more information to be available regarding work plan implementation progress between NMB meetings. The Secretary referred to the recent NMB/GATCOM/NaTMAG review, the recommendations of which (NMB/9 IP15) include several steps concerning reports and data provision, and the sharing of Minutes from the Implementation Steering Group with NatMAG. This is expected to lead to further improvements in the reporting, dissemination and timeliness of information. The outcomes of these steps will be briefed to NMB/10, when further action can be discussed if necessary.
 - a. CNGs suggested that a CNG rep sits on the Implementation Steering Group. GL as chair of the ISG undertook to consider such representation with the Group and respond before NMB/10.

NMB/9 Action 5 The ISG is requested to consider, in addition to the actions outlined in NMB/9 IP15, the participation of a CNG rep in the ISG.

30. GAL report that redesign of the NMB web pages is underway. It should also be easier to identify when meetings are taking place, when and where papers for the various groups are available and whether or not they are in the public domain. . JG asked that the NMB Agenda should include the references of any papers pertinent to the topic.

NMB/9 Action 6 GAL to create an annual calendar of NMB/GATCOM/NatMAG meetings and verify that e-mail alerts for each group are distributed to appropriate interested parties, members wishing to receive alerts are requested to provide their e-mail address to: paula.street@westsussex.gov.uk

NMB/9 Action 7 Add references for NMB papers to each NMB Agenda item

Agenda item 6. END Noise Action Plan

31. The Environmental Noise (England) Regulations 2006 require that airports in England produce a Noise Action Plan. The third version of this plan will be for the 2019-2024 period. The NMB discussed the development of the new plan for Gatwick, which also aligns with Gatwick's Section 106 Agreement with West Sussex and Crawley Borough Council. The NMB work plan will form part of the Gatwick submission for the first time.
32. The NMB considered and noted the contents of three Information Papers on the topics, describing the process, differences in the present draft plan from the prior plan, as well as proposals from CNG to adopt a different basis for the NAP. The END NAP Consultation process began in November, channelled through GATCOM, and will end in February 2018, for redraft and finalisation in April, then submission to DEFRA in August. DEFRA advise that GAL use GATCOM to obtain feedback. The GATCOM Steering Group gave initial consideration to the proposed draft list of actions, the advice of GATCOM's Technical Adviser and the comments that had been received from its members. PS summarised the Steering Group's deliberations and recommendations. The Steering Group's recommendations would be reported to GATCOM on 25 January for consideration and approval.
33. CNGs stated that they considered the draft NAP as not fit for purpose and that a new approach should be applied in developing and approving the 2019-2024 NAP. In the CNG view, the NAP should be based on a number of core principles, which have been set out by CNG in NMB/9 IP22 and, are published by GATCOM [here](#).
34. In addition, CNGs felt that the routing of community feedback via GATCOM was not ideal and expressed a preference to provide community feedback directly to GAL. AS confirmed that GAL would accept feedback directly but would also inform GATCOM.

Agenda item 7: Any Other Business

35. *CNG Proposed Resolution on Growth and Noise*. CL introduced NMB/9 WP04, setting out CNG proposals to immediately establish a new NMB priority work stream intended to develop and agree between industry and community representatives a set of metrics, processes and outcomes by which (1) the growth of the airport since 2013 and (2) its future growth are related to reductions in its noise impacts in a proportionate, fair and balanced manner.
36. The proposal describes requirements for enforcement measures and proposes that if progress is unlikely to lead to the metrics, processes and outcomes in the proposed timescales, that the NMB chair to invite the Secretary of State to determine these metrics, processes and outcomes.
37. GAL indicated that there is already direct dialogue with CNG and referred to a letter setting out their position as regards interpretations of government policy and proposing a way forward:
 - a. "GAL remains committed to the overall approach set out in Stewart Wingate's letter of 24th August i.e. 'to explore whether we can reach a measure of consensus with your groups on future utilisation relative to noise impacts'.

- b. 'It further remains our view that there is no chance of reaching any degree of consensus unless we all have a similar understanding of what Government policy is and how it should be interpreted and applied.'
 - c. 'Our first proposal therefore, is that the dialogue between us is continued with the aim of at least narrowing the gap between us so that there is a workable basis from which a policy framework for airport utilisation and noise impacts could be developed.'
 - d. 'We recognise that this will require considerable time, effort and patience. However, unless we are both prepared to make that investment, there is no chance of reaching consensus on future utilisation relative to noise impacts'.
 - e. 'Our second proposal is that we both support the positive efforts which the NMB is making to improve noise performance and understanding of noise issues via the NMB work programme as it stands';
 - the identification of suitable noise metrics; and
 - the Noise Action Plan.
 - f. 'Again, all of this work will require substantial time and effort, and its usefulness will clearly be enhanced if real progress can be made towards a common understanding of Government policy'.
38. PS indicated that the GATCOM SG have agreed a position in response to the CNG Proposal and explained the conclusions. The GATCOM position is included with these minutes as Annex 3².
39. The chairman noted that neither GAL nor GATCOM supported the resolution as proposed, and that he had also set out his views explaining his reservations in writing in response to an earlier draft received in December. Further, that NMB/7 had already agreed that the development of suitable metrics is a useful addition to the NMB work plan, acknowledging that a key enabler for progress is the common interpretation of government policy.
40. It was noted that dialogue in relation to government policy is underway, and that a significant analysis has already been undertaken by GAL which has been presented to CNG.
41. The chairman also recalled that the NMB has already acknowledged the important role it has with others, for instance in taking forward its agreed work programme, and in guiding the development of the Noise Action Plan for Gatwick. In the meantime, the NMB is expected to continue to develop and pursue strategies that lead to the reduction of noise disturbance from all aircraft using Gatwick.
42. NMB/7 recorded in September 2017 that this could involve the identification and development of suitable criteria that could usefully link increased movement rates at the airport with clearly measured noise performance improvements, such as the introduction of next generation aircraft fleets or engine technology.
43. Recognising the importance of this work, the NMB agreed to establish a priority work stream intended to develop a set of metrics processes and outcomes by which the historical growth of the airport and its future growth are related reductions in its noise impacts in a proportionate, fair and balanced manner.
44. The NMB further recognised that a first step in this process should be to develop and baseline growth and noise metrics , and conduct a gap analysis to identify what

² Post NMB note: The GATCOM SG position was adopted by the committee at their January meeting

additional work will be needed as part of a wider NMB objective between industry and community representatives to develop a set of metrics, processes and outcomes by which the growth of the airport and its future growth are related to reductions in its noise impacts in a proportionate, fair and balanced manner.

45. It was agreed that GAL and CNGs would work together to agree an approach on the above points, and the timing of and milestones for the above work.

NMB/9 Action 7

46. The chairman thanked members for their contributions and closed the meeting at 17:30.

Post Meeting note: There was insufficient time to discuss the CNG/GACC LAMP2 Statement NMB/9 IP 07. The topic will be added to the agenda for NMB/10 and NATS will be invited to respond.

Schedule of NMB Meetings

The following NMB Meeting and Workshop dates have now been confirmed:

- | | |
|--|-------------------|
| ○ NMB Workshop, Reduced Night Noise | 14 March 2018 |
| ○ NMB/10 | 11 April 2018 |
| ○ NMB Workshop, Departures | 23 May 2018 |
| ○ NMB/11 | 27 June 2018 |
| ○ NMB Workshop, Continuous Descent Operations | 22 August 2018 |
| ○ NMB/12 | 26 September 2018 |
| ○ NMB Workshop Fair and Equitable Dispersal/LAMP2, | 28 November 2018 |

Attendance List NMB/9

Member	Representative	
Airline Operators Committee	Douglas Moule	(DM)
Air Navigation Solutions	Markus Biedermann	(MB)
Department for Transport	Tim May	(TM)
Gatwick Airport Limited	Andy Sinclair	(AS)
NATS	Ian Jopson/Robin Clarke	(IJ/RC)
GATCOM	John Godfrey/Paula Street	(JG/PS))
Surrey County Council	Helyn Clack	(HC)
West Sussex County Council	Liz Kitchen	(LK)
Community Noise Group Pairs Member/Alternate		
APCAG/HWCAAG	Ian Hare*	(IH)
Plane Wrong/CAGNE	Mike Ward*/Bill Sorrell	(MW/BS)
TWAANG/ESSCAN	Irene Fairbairn*	(IF)
PAGNE/GON	Martin Barraud/ Atholl Forbes	(MBa/AF))
CNG Coordinator	Charles Lloyd*	(CL)
* CNG Speaking role		
Noise Management Board		
Chairman	Bo Redeborn	(BR)
Secretary	Graham Lake	(GL)
Observers and Presenters		
ERM	Steve Mitchell	(SM)
Gatwick Airport Limited	Kimberley Heather	(KH)
Gatwick Airport Limited	Tim Norwood	(TN)
Helios	Katie Mathias	(KM)
Helios	Nick McFarlane	(NM)
Helios	Matt Brookes	(MJB)
TRAX	John Henderson	(JH)
Apologies		
CAGNE	Sally Pavey	(SP)
Civil Aviation Authority	Mark Simmons	(MS)
East Sussex County Council	Rupert Simmons	(RS)

NMB/9 Minutes

ESSCCAN	Dominic Nevill	(DN)
Gatwick Airport Limited	Lee Howes (Chair NATMAG)	(LH)
Gatwick Airport Limited	Vicki Hughes	(VH)
HWCAAG	Richard Streatfield	(RS)
Kent County Council	Michael Payne	(MP)
To70	Ruud Ummels	(RU)

Summary of Actions

<i>NMB/9</i>	<i>Action</i>	<i>Due</i>	<i>Responsible</i>
<i>ACTION 1</i>	Reissue NMB Guiding Principles incorporating edits agreed at NMB/9	<i>NMB/10</i>	<i>Secretary</i>
<i>ACTION 2</i>	GAL to share CAA good practice principles particularly with respect to environmental charging.	<i>NMB/10</i>	<i>GAL</i>
<i>ACTION 3</i>	CNG to submit proposals to Helios for RNN trial noise metrics	<i>RNN Workshop March 14th</i>	<i>CNG</i>
<i>ACTION 4</i>	NMB Chairman to write to NATS CEO stressing the NMB FED Priority and seeking early support for the NATS proposed FED initiative to increase use of holding for Gatwick inbound aircraft	<i>February 2018</i>	<i>Chairman</i>
<i>ACTION 5</i>	The ISG is requested to consider, in addition to the actions outlined in NMB/9 IP15, the participation of a CNG rep in the ISG.	<i>Before NMB/10</i>	<i>Secretary</i>
<i>ACTION 6</i>	GAL to create an annual calendar of NMB/GATCOM/NatMAG meetings and verify that e-mail alerts regarding papers for all three groups are distributed. Interested parties are requested to notify GAL or the NMB Secretary	<i>NMB/10</i>	<i>GAL</i>
<i>ACTION 7</i>	Add references for NMB papers to each NMB Agenda item	<i>NMB/10</i>	<i>Secretary</i>
<i>ACTION 8</i>	NMB will baseline existing growth and noise metrics, and conduct a gap analysis to identify what additional work will be needed	<i>NMB/10</i>	<i>GAL</i>

Annex 1. Meeting Documentation NMB/9

Paper	Agenda Item	Title	To be discussed at NMB/9
NMB/9			
WORKING PAPERS			For Decision
WP01		NMB/ Proposed Agenda	
WP02	1	NMB/8 Draft Minutes for Ratification	x
WP03	2	Reduced Night Noise – Next Steps	X
WP04	AoB	CNG proposed NMB resolution Growth and Noise	x
INFORMATION PAPERS			For Discussion
IP01		NMB/9 Meeting Documentation - issue 3	
IP02		Preview of NMB/9	
IP03	2	NMB/8 Matters Arising: Action List	x
IP04	2	NMB/8 Action 5 NMB/8 WP03 Guiding Principles	x
IP05	2	NMB/8 Action 5 CNG Feedback Guiding Principles	x
IP06		NMB/8 Action 6 NMB Consolidated Work Plan	
IP07		CNG/GACC LAMP2 Statement	
IP08		NMB/8 Action 6 NMB Work Plan Overview	
IP09		Helios FED Data Analysis process	
IP10	4	NMB Implementation Report	x
IP11		Reserved	
IP12		Reserved: FED Report	
IP13	2	Airbus A320 family modification, monitoring and reporting	
IP14	4	NMB Activity 11, Review of Commercially Provided Flight Information	
IP15	5	NMB/GATCOM/NATMAG Review	
IP16	5	NMB Workshops integrating output into Work Plan	
IP17	6	Reserved: Persistent Complaints	
IP18	4	Activity 5: Imm-15 Height Perception Research draft	
IP19	4	Activity 15: Departures findings routes 3 & 4	
IP20	6	END NAP copy of NMB/7 IP14 NAP Process	*
IP21	6	END NAP revision of the Environmental Noise Directive Noise Action Plan 2019-2024	
IP22	6	END NAP 2019-2024 draft noise action plan comments from community groups	
IP23		GAL Presentation to CNG Dec 13 2017	
IP24		Correspondence GAL to CNG Dec 15 2017;	
IP25		FPT Report Quarter 3 2017	
IP26		RNN Trial Accounting for CNG Pre-Conditions	
IP27		Correspondence CNG to GAL January 5 th 2018	
IP28		Correspondence GAL to CNG January 10 th 2018	
IP29		Review of NMB/9	
External PAPERS			
FL02		SPC Proposals for establishment of FED Measurement	
FL03		Correspondence to NMB Chairman re RNN	
FL04		Metrics Proposal James Lee	

Annex 2. NMB Guiding Principles

1. The NMB will consistently take account of relevant, current, Government and CAA policy and guidance when assessing or proposing changes, including the process to follow and applicable metrics for decision making.
2. When undertaking short-term activities to reduce the impact of aviation noise (typically activities not requiring the airspace change process), the change should aim to reduce the impact of noise.
3. NMB workplan activities should normally be subject to a benefit and impacts analysis. In some cases, it may not be possible to complete a full benefit and impacts analysis, in which case the NMB should seek indicative community opinion and feedback.
4. Community feedback and opinion for the NMB will normally be supplemented by conducting specific focus workshops to explain the workstream activity, its expected impact and, to facilitate the development of a balanced indication of community views.
5. The NMB will seek, where reasonably possible, to supplement community views, by gathering feedback and inputs when considered appropriate for the NMB by using these facilitated workshops to guide noise strategy and planning.

Annex 3. TRAFFIC GROWTH AND NOISE

GATCOM Position Statement (from GATCOM SG, subject to approval at full GATCOM)

- GAL has assured GATCOM that it remains fully committed to addressing the impact of aircraft overflight and noise on local communities, both close to the airport and further afield under the arrivals and departures flight paths, within the Government's aviation policy framework.
- The Government and GAL have taken positive steps to help address the concerns of local communities about the disturbance suffered as a result of aircraft overflight and aircraft noise, finding local solutions to local problems as advocated by the aviation policy framework and this is focused through the work of the NMB. The success of the NMB's work since it was established is clearly documented and is set out in its Annual Progress Report published in December 2017. This work is continuing through the NMB's work programme and the priorities agreed with all parties including CNGs.
- Establishing mechanisms to link traffic growth to noise impacts is a complex issue but GAL has agreed with the NMB that it will review government aviation noise policy; set out policy compliance requirements; assess Gatwick's performance relative to those policy requirements and following this work develop preliminary options for potential airport utilisation/noise performance metrics.
- A briefing on GAL's preliminary findings on the interpretation and application of government policy was given to the CNGs in mid-December. Among the metrics under consideration is the potential for benchmarking Gatwick against other similar large airports. Further work could consider quantifying the benefits of noise management measures. This work is continuing and it is for the NMB to collectively decide its work priorities.
- The CNGs proposed draft resolution in so far as it refers to the NMB's work on collectively developing and agreeing a metric is noted. However, the proposal that the NMB should seek the involvement of the Secretary of State for Transport in the definition of appropriate metrics is not supported as it is stepping beyond the collectively agreed NMB position and is a matter which goes beyond the purpose and remit of the NMB.

- The Government is reviewing its current policy through its consultation on the new Aviation Strategy. GACC and the CNGs are able to make their representations to the Government through this process, while locally contributing to the successful work of NMB.
- GAL has also indicated that the vehicle for airports to demonstrate compliance with Government policy for noise management - aside from the formal airspace change process - is through the END Noise Action Plan for Gatwick. CNGs are involved with the review of the Noise Action Plan through GATCOM and NMB and are able to make their own, independent representations to GAL and the Government.
- In addition to the work programme and actions of the NMB, there are a number of other mechanisms and measures that are being progressed at both the national level and local level to address noise impacts e.g. the new night flights regime.
- GATCOM will continue to work with the Government, GAL, NMB and NATMAG to secure improvements in the noise climate around Gatwick.

Paula Street

11 January 2018