

**NOISE MANAGEMENT BOARD - GATWICK AIRPORT****Review of NMB/10****11<sup>th</sup> April 2018**

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**Synopsis**

This paper provides a brief review of the issues discussed at the NMB/10 meeting, which was held on 11<sup>th</sup> April.

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**Introduction**

During his introduction, the chairman referred to the important work that has been underway since the NMB met in January, and the issues that would be discussed at this April meeting. He noted that the first of four NMB workshops to be held in 2018 took place in March. The topic was Reducing Night Noise at Gatwick and the planning of a related trial, which is one of the priority work streams of the NMB.

NMB members had also participated in an Aircraft Noise Metrics & Trends briefing, this was well received and is expected to be repeated. The NMB workshops have increased the amount of information available to members and, have facilitated a collective open discussion of key topics, identifying key strategic pointers for the NMB in the reports of workshop output.

The chairman observed that NMB is now better able to make best use of the time and expertise available at its formal meetings to progress delivery of noise reduction strategies.

In addition to the items on the agenda, the chairman informed the NMB that there is now a need to consider several longer-term planning issues. Firstly, the June NMB will review the first draft of the 2019 work plan, members were invited to propose issues for consideration. Second is the constitution of the NMB, all members are appointed for a three-year term, now is the time to reflect on how to learn the lessons of this initial period of NMB organisation and to consider what if any changes could assist the board going forward.

**Matters Arising from NMB/9**

Eight Actions had been agreed at the January meeting (NMB/9). Several of these Actions were incorporated into the revised and updated work plan implementation report. The discussion focussed on three particular areas; Action 3 Proposed Noise Metrics for the RNN trial, Action 4, NATS response to the NMB request for early support for the NMB objective to achieve the Fairer and more Equitable Distribution (FED) of noise, and Action 8 the existing growth and noise metrics base line.

The Action on Noise Metrics was informed by briefing papers and the Noise Metrics and Trends presentation held earlier in the day, clarifying that noise measurements take into account all flights, whether arriving or departing. A discussion paper developed by Community Noise Groups (CNG) was also considered and further work is planned by the NMB.

The NMB was also informed that GAL has acquired nine additional noise monitors to assist with measurement and assessment of noise. The NMB discussion agreed that when measuring and reporting noise, especially in context of the RNN trial, several metrics will be necessary, and that the information obtained should be communicated in a format readily understandable to residents.

For Action 4, the report from NATS regarding interim measures to deliver FED particularly disappointed some CNG members. The prospect of waiting several years more for predictable FED mechanisms, in effect until the implementation of LAMP2, was considered by these members to be unacceptable. NATS agreed to reconsider all options and report back to the NMB.

The related reporting of FED monitoring has also proven to be difficult to achieve because of data integrity issues. It is expected that this will be resolved by mid-May, the FED report will then be distributed between NMB meetings.

For Action 8, GAL and CNG are continuing bi-lateral dialogue to advance this NMB priority work. Meanwhile the issue of growth and noise has been added to the NMB's priority work plan and will be included in the draft 2019 plan.

### **Reduced Night Noise Planning and Process**

This priority objective of the NMB was first considered in mid-2016, it is intended to identify and validate viable mechanisms and procedures that are specifically able to reduce noise disturbance from aircraft arriving at Gatwick at night. This has led to the planning of the proposed Reduced Night Noise Trial, which has identified a number of complex and key considerations that are being addressed as a part of the NMB process.

The NMB intends the trial to learn the lessons from the findings of other noise reduction initiatives at Gatwick. These include Continuous Descent Operations (CDO) and the recently completed study undertaken by Sussex University, related to Height Perception at Gatwick. The study also identified some aircraft performance issues seen in the CDO programme. By taking advantage of sophisticated aircraft trajectory management capabilities, the Reduced Night Noise trial is expected, through the automated flight of an optimum profile, to increase the height of arriving aircraft and to enable participating pilots to operate their aircraft in aerodynamically cleaner configurations, in both cases generating less noise from these flights.

An objective of the proposed trial will be achieved through use of mobile noise monitors and noise modelling, to measure and assess the noise measured both before, during and after the trial. The resulting 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 ability to achieve the high-level aim and objectives of the trial.

The trial will be 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 period with the lowest level of traffic and thus affords the safest opportunity to introduce new procedures. Reflecting requests by some NMB members, stretch targets might be considered to increase the applicable time period where possible.

The process of identifying and agreeing the specific objectives, quantifiable measurements, and appropriate community safeguards for the trial has proven to be quite challenging for the NMB; planning will continue with an additional RNN workshop scheduled for May 23<sup>rd</sup> when it is intended

that the outstanding criteria will be proposed and that any remaining questions will be discussed and resolved.

### **NMB Work Plan and Implementation Report**

The NMB was provided with a summary and status of all on-going work plan implementation work. This includes the range of on-going incremental measures, some of which have already been implemented and which (through monitoring and reporting) are shown to be improving noise performance at Gatwick.

Perhaps the most significant of these relates to the Airbus A320 family aircraft, a type used by airlines more frequently than any other aircraft at Gatwick. A new charging scheme was proposed to Gatwick by the Arrivals Review in order to incentivise operators to adopt an aircraft modification proven to reduce noise for this aircraft type. GAL implemented such a scheme on schedule at the beginning of this year, it is the first airport in the world to introduce this differential charge designed to incentivise noise modifications for this family of aircraft.

97% of flights by Airbus A320 series at Gatwick are now operated by modified aircraft, each flight generated less noise (up to 9db) than the flights operated by aircraft not yet modified. I am pleased to report here that for the first 3 months of 2018, on average just 6 arrivals per day were made by aircraft of this type still to be modified.

Following the report of the Arrivals Review Height Perception Research undertaken by Sussex University, the NMB was provided with a paper by GAL describing of the next steps planned to address the findings of the research.

The NMB intends to learn the lessons from this recently completed study, which identified some outlying aircraft noise performance issues also seen in the CDO programme. The work plan is expected to identify and validate mechanisms to increase the height of arriving aircraft and to enable participating pilots to operate their aircraft in aerodynamically cleaner configurations, generating less noise.

### **END Noise Action Plan**

The Environmental Noise (England) Regulations 2006 require that airports in England produce a Noise Action Plan (END NAP). The NMB discussed the development of the 2019-2024 NAP for Gatwick. The NMB work plan will form part of the Gatwick END NAP submission to Defra for the first time. Feedback received by GATCOM from consultees has called for the END NAP to be more outcome based, with more robust monitoring and reporting than in the previous plan. The iteration of the draft plan is continuing. GATCOM, identified in Defra's guidance as the main vehicle for consultation in the review of the END NAP, has highlighted of the need to ensure the monitoring and audit regime for Gatwick's action plans provides the right mechanism to actively assess on a regular basis GAL's performance in delivering the actions in the NAP.

### **LAMP2 Planning**

The NMB discussed the London Airspace Management Programme for airspace modernisation. CNG and GACC had previously submitted a paper to NMB setting out their views on the LAMP planning and implementation process. Given the timescales involved (several years of planning and concept development), NMB agreed to note these CNG/GACC comments, together with information provided by NATS, and to plan to review the LAMP programme in detail, returning to these questions in due course, but in particular at the NMB work shop scheduled for November 2018.

Further interim updates will be provided to NMB as required. This will include a copy of the NATS feasibility study which is being prepared for submission during May 2018 to the Secretary of State for Transport.

**Any Other Business**

The NMB discussed the departure related activities featuring in the current NMB work plan, as well as hearing an update on the Route 4 discussions with CAA and others. The NMB Departures Work Shop will take place on May 23<sup>rd</sup>. Members are invited to propose in writing topics for discussion on the day.

**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/11) will be held on 27<sup>th</sup> June 2018

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