

NOISE MANAGEMENT BOARD - GATWICK AIRPORT**Review of NMB/11****27th June 2018**

Synopsis

This paper provides a brief review of the issues discussed at the NMB/11 meeting, which was held on 27th June.

Introduction

During his introduction, the Chairman referred to the activity on the priority work stream to reduce noise disturbance at night. He noted that the first of four NMB workshops to be held in 2018 focussed on the proposed trial for Reducing Night Noise (RNN) at Gatwick. Progressing RNN trial planning has continued to be a clear priority, reflecting the desire of the NMB to fully address all of the issues that have arisen in this RNN development phase. The NMB was reminded that, even when agreed in principle, completion of the trial implementation processes will occupy a further full six months of implementation time, meaning that the proposed trial start in January 2019 will need the go-ahead decision to be made at or very shortly after this NMB meeting.

The need identified at NMB/10 in April to further refine the plans, led to a further round of RNN discussions with Community Noise Groups in May, generating yet more detailed proposals for consideration. The Chairman also acknowledged that the preparation and circulation of related papers reflecting these detailed developments for NMB/11 had not always provided sufficient time for their full assessment. Even so, the quality and breadth of information being provided to the NMB through supporting papers continues to be extensive. Therefore, the Chairman intends that the priority of this NMB will be to provide the time needed for the resolution of any outstanding questions not yet addressed in the view of members.

A second area focussing the NMB's attention is the development and agreement of planned priorities for NMB work in 2019, scheduled for detailed discussion in September. Recognising the value of community engagement in establishing priorities and focus for 2019, the Chairman suggested that rather than the planned NMB workshop on Continuous Descent Operations (CDO) scheduled in August, that NMB would be better served and communities could be more engaged, if the workshop focussed instead on discussing the 2019 Workplan priorities and issues, postponing the CDO topic for a later date. This proposed alternative should enable the Workplan to be guided by a broader range of community views.

The Chairman informed the NMB that discussion of longer-term planning issues related to the NMB public meeting scheduled in December, and the NMB constitution discussions, would likely be deferred until September.

When adopting the proposed agenda, the meeting agreed to discuss under AoB; Gatwick's recently announced capital improvement programme, developments with the draft Noise Action Plan, and the process for the current review of airport charges.

Matters Arising from NMB/10

Five Actions had been agreed at the April meeting (NMB/10). These related to the RNN trial, the Departures workshop held in May, and further work to identify any possible options for arrivals FED.

The outputs from the RNN actions and the work required for the Departures Workshop were completed and reported to the ad-hoc RNN meeting of the NMB, and to the Departures Workshop both held on 23rd May. Discussion at NMB/11 therefore focussed on Action 5; the NATS assessment of the CNG objective to achieve Fair and Equitable Distribution (FED) of noise prior to the London airspace changes expected with LAMP in 2024. While recognising that no effective techniques beyond the existing radar vectoring methodologies for traffic in the swathe had been identified by NATS or others, the NMB agreed to keep this action open to emphasise the importance of FED to CNG, and to encourage further research of the issue.

Reduced Night Noise Planning and Process

This priority objective of the NMB 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 as a first step to the planning of the proposed Reduced Night Noise trial which identified a number of complex and key considerations that have been resolved collaboratively as a part of the NMB planning process.

The NMB is learning lessons from the findings of related noise reduction initiatives at Gatwick. These include Continuous Descent Operations (CDO), airline outreach, and the recently completed arrivals study (IMM15) undertaken by Sussex University. These have identified a small number of aircraft height performance issues, so called "outliers". By taking advantage of sophisticated aircraft trajectory management capabilities, the Reduced Night Noise trial is expected to address these outliers by increasing the height of arriving aircraft and enabling participating pilots to operate their aircraft in aerodynamically cleaner configurations, in both cases generating less noise.

The removal of outliers has been agreed as a priority for the NMB. A separate presentation was prepared on the established activities and policies of GAL for dealing with outliers other than by using RNAV, and was provided to NMB/11 by GAL at the request of CNG. RNAV will enable automated and systemised mitigation for outlier elimination. This is expected to be more effective than the current manual intervention processes.

An objective of the proposed RNN 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 evaluation following the CAA's airspace trial guidance (CAP1616), operated between 0130 and 0500, as this is the period with the lowest level of traffic thus affording the safest opportunity to introduce new procedures. Detailed work has continued on defining the proposed RNN trial since NMB/10 taking into account the remarks, guidance and feedback provided by NMB members in April, May and June. NMB/11 was provided with:

- a recap of the trial plans
- a summary of the activity since NMB/10
- responses to community requests at NMB/10 – also presented at the meeting on 23 May
- a detailed description the noise modelling undertaken with an indication of noise reductions expected from the trial
- proposed trial routes taking account of recent feedback
- modelled noise impacts depicted using the Bridgenet tool
- recommended actions

A wide-ranging discussion followed the detailed presentation, the Chairman noted the support for the proposed trial from: County Council members who noted the merits and are keen not to miss the opportunity to reduce noise, and; from industry members, acknowledging the extensive development and evaluation work undertaken by both industry and communities. CNG indicated that they are also minded to support the proposed RNN trial, subject to further clarification regarding a number of conditions already discussed, these would be provided in writing by CNG within 5 days.

GAL confirmed that the decision to proceed further with the trial at this time is the responsibility of the airport, and that it is everyone's interest to be able to take the trial forward. On that basis it is worth taking the time needed to develop and clarify as necessary the safeguards and to discuss commitments to get this right. The NMB agreed to clarify remaining CNG issues with the intent of reaching agreement to launch the trial at an ad-hoc NMB meeting to be convened before mid-July.

NMB Workplan and Implementation Report

The NMB was provided with a summary and status of all on going workplan 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.

GAL reported that they expect the CAA Noise Exposure Contours Report for 2017, which is still in draft form, but will be finalised and published shortly. This Report shows the 2017 average summer day and night Leq noise exposure contours for Gatwick Airport. The results show a marked reduction in noise compared to the prior year.

- Summer traffic data shows that average daily movements for the 16-hour daytime period were 1% higher than in 2016.
- The areas of the day actual modal and standard modal split 54 dBA Leq contour and the night actual modal split 48 dBA Leq contours decreased by between 4-6%.

The outcomes of the Departures Workshop were discussed, NMB noted that significant progress on some departure activity is still constrained by the due processes related to the results of the route 4 Judicial Review. The activity to review the environmental and operational impacts of changes to the four Heathrow departure routes that would require amendment to enable the removal of the initial climb restriction on Route 3 had recently reported. While the report was positive, Heathrow was 18 months in to a 2-year steeper departures trial on its Detling departure and was not in a position to

introduce changes to its conflicting departure routes until the outcomes of the steeper departure gradient trial were known. This would mean pausing the work on Route 3 pending the outcome of this work.

The effect on Gatwick departure routes of Heathrow arrival and departure traffic is likely to continue to be an obstacle to Gatwick for some time, pending widespread changes associated with the planned modernisation of UK airspace. The need to strengthen the impact of NMB departures work was acknowledged and set as an objective for the 2019 Workplan. CNG proposed that industry identify one big idea that can make a real difference for departure noise.

Lastly under this agenda item, NMB discussed Fair and Equitable Dispersal. NMB was reminded that there is no current mechanism identified to deliver arrivals FED in the short-term with current vectoring procedures. In particular, there is no way to deliver the 2011 distribution across multiple gates simultaneously, because if the distribution was changed at one gate, it would change the distribution across other gates in an unpredictable manner.

The NMB Working Implementation Steering Group (WISG) discussed this issue on 22 May 2018 (NMB-11 IP15). Members agreed that the aim of changing the ILS joining point distribution to emulate 2011 had been largely successful given the constraints of the 8NM minimum (compared to 7NM in 2011). However, the more general targets across other gates cannot be simultaneously achieved.

The steering group concluded that the only way to achieve the aspirational level of consistency and predictability of dispersal was the use of multiple P-RNAV routes, as described in the arrivals review (Recommendation Aspire 21). This is expected to be an objective of the airspace modernisation now being planned.

Given this, regular reporting of the traffic across the gates is not beneficial as it raises an expectation of the 2011 distribution being met at all 12 gates, which is neither achievable nor a viable target for the controllers using current ATC management systems.

Whilst NATS has agreed to revisit the issue to verify whether any potential to improve FED can be found and invited suggestions from NMB, it is clear at this time that it is unlikely. CNG expressed their disappointment that predictable FED is still not available.

NMB Workplan 2019 Preliminary Draft

At NMB/10 in April 2017 the NMB adopted a timetable for the development and introduction of a preliminary draft workplan for the 2019 period. A preliminary draft was discussed at NMB/11. Any feedback and guidance received as a result will be incorporated, as appropriate, into a proposed 2019/2020 plan for consideration and adoption at NMB/12 in September. The plan guiding NMB work for the prior period (2017/2018) is due for closure at the end of the 2018-GAL financial year. This 2019/2020 proposed plan is therefore expected to remain in effect until the end of March 2020 and will comprise some on-going priority activities carried forward from 2018, as well as new activities yet to be agreed.

NMB agreed to postpone the planned CDO workshop scheduled for 22nd August, and instead to discuss in detail proposals, options and rationale for noise reduction measures and priorities for the NMB Workplan in the coming year.

Any Other Business

The NMB was briefed by GAL on the current annual review of airline charges and the recently announced Capital Investment Programme. At the suggestion of the Chairman discussion of the NMB constitution and plans for the NMB public meeting were deferred to September.

CNG enquired about progress with the draft END Noise Action Plan. The Environmental Noise (England) Regulations 2006 require that airports in England produce a Noise Action Plan (END NAP). The NMB workplan 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 draft plan has been adapted to take account of this feedback. GATCOM, identified in Defra's guidance as the main vehicle for consultation in the review of the END NAP, has highlighted the need to ensure the monitoring and audit regime for Gatwick's Action Plan provides the right mechanism to actively assess, on a regular basis, GAL's performance in delivering the actions in the NAP. GAL reaffirmed that the NAP is a dynamic document and will evolve as metrics and aims are identified and agreed.

CNG are still of the view that the NAP is not compliant with Defra's guidance. The GATCOM representative advised that the CNG view had been presented to GATCOM both at the time of its consideration of the draft list of actions and of the draft reviewed END NAP but the Committee did not share the CNG view. The GATCOM Steering Group has considered GAL's Final Draft END NAP. Its recommendations will be considered by GATCOM at its meeting on 19 July which would include a further request to GAL to include in the END NAP specific targets against the actions or establish an overarching target against which the airport's performance can be monitored and measured. CNG were encouraged to provide any further written feedback to GATCOM for consideration with other feedback received.

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 26th September 2018

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