

NMB Community Forum (NCF) Meeting 1

26th February 2020 - Meeting notes

Epsom Suite, Hilton Hotel, South Terminal, Gatwick Airport, 14:00-16:30

Agenda

Time	Item
14.00	Welcome and Introductions
14.15	NCF Chair: Opening Remarks
	NMB Information Sharing
14.25	<ul style="list-style-type: none">• NMB Webpage• Box Folder• Noise & Track Keeping System
	Evolution of the NMB Workplan
14.45	<ul style="list-style-type: none">• Activity progress since May 2019
15.15	Future items for discussion
16.00	Next Steps
16.15	Any Other Business
16.30	Close of NMB-NCF 1

1. Welcome and Introductions

The NCF Chair welcomed participants of the meeting. A tour-de-table was held for the benefit of new members.

2. NCF Chair: Opening Remarks

The NCF Chair introduced himself as the new independent chair of the NCF and provided the following Opening Remarks:

“Welcome to the first meeting of the Community Forum that forms I hope an integral and essential part of the new Noise Management Board structure. I won’t normally speak from the chair, but I wanted to set out how I see my role and the role of this Forum.

“For those of you not at the Induction Day, I am the newly appointed independent chair of the forum. I bring sixteen years’ experience in local government as a councillor and council leader in Brighton and Hove, which includes a great deal of work with both community and campaign groups as well as district and county councils across Sussex, Surrey and Kent.

“My role here is as an independent chair – independent of Gatwick Airport Limited (GAL) and of all participants here today, with no agenda of my own other than to promote good governance, the smooth running of this forum and the passing on of views and ideas expressed here to the Executive Board with the goal of reducing noise. I have no public role external to the meetings of the Noise Management Board.

“The role of this Forum is, put quite simply, to reduce noise from aircraft departing from and arriving at Gatwick Airport. We have no powers to enforce any recommendations and rely on collaboration and cooperation from the airport and industry bodies to achieve our aims. Our remit

is set out in the Terms of Reference as agreed in 2016 when the NMB was founded, and as amended as per the review last year, and you should all have a copy of those. We cannot address broader issues such as carbon emissions and climate change, that is for other bodies to consider both here at the airport and nationally.

“We cannot ignore the context within which noise from aircraft movements exists within the plans for airport growth. Both Gatwick and Heathrow have been charged with increasing their capacity, along with other airports in the South East, by government.

“Whilst we cannot ignore Gatwick’s proposals for using the emergency runway, and will discuss those proposals at an appropriate time, we should not in my view allow that discussion to block or slow progress on other issues in the workplan, which we will discuss shortly.

“Ultimately decisions on increased use of existing runway capacity and the potential for a second runway will be made outside of this body – that does not mean the NMB will not have an input, but this Forum will not in itself lobby Government on this or other issues.

“I want to promote the highest levels of transparency and Information sharing in what we do, with accessible reports and detail available to those who need it. I am not an aviation industry professional and I will strive wherever possible to ensure that what we discuss and what is placed on the NMB section of the airport website is understandable to those people you represent. In ensuring that information is shared on the website, I would urge all of you to post links to it in your newsletters, websites and social media feeds so that we can have a broad and informed debate with as many people affected by aircraft noise as possible, via your representation.

“I know there is a three year history to the Noise Management Board but I hope today marks, as far as possible, the end of a difficult period of internal review, a fresh start and the beginning of a focus of work on achieving results on deliverable goals as rapidly as the context in which we operate allows.

“Finally I hope that I need not have to emphasise too much my strict adherence to the agreed Code of Conduct in these meetings, put simply I will expect everyone to treat all other participants with mutual respect even when there is a difference of opinion, listen to views without interruption, and address all comments through the Chair. Your time is valuable, so my aim is to keep the meetings of the Forum to a reasonable length, and consequently I will encourage all participants to be concise in their contributions so that everyone is able to have a say.”

3. NMB Information Sharing

The NCF Secretary provided an overview of the [NMB Webpage](#) on the GAL website. She highlighted the site had been restructured to promote ease of access to information relevant to noise. The Secretary also directed members to the Noise Enquiries section of the Aircraft noise & airspace tab, which provides a description of all methods that can be used to submit a noise complaint to GAL.

The Secretary clarified that only key documents, including minutes, agendas and presentations, would be made publicly available on the webpage under the NMB documents tab. The Secretary informed attendees they would all be granted access to BOX post-meeting unless they expressed objection before the end of the meeting. BOX is the online information repository used to store all documents produced and shared with the NMB.

The following questions were posed by attendees:

- CAGNE asked whether figures on compliance with Noise Preferential Routes (NPR) and departure noise limits had been removed from the website. The NCF Secretary stated she would liaise with GAL and report back.
- GON asked whether monthly traffic movements were publicly available. The NDG Chair noted these are published on the CAA website, and also reported in the Airspace Office (AO) report. Plane Wrong requested that these figures be made more visible, for example by bring them under the airspace data part of the website.

Post-meeting note: Traffic movement figures and compliance with NPR and departure noise limits can be found in the quarterly and annual AO reports which are released publicly under the 'Noise Reports' tab of the 'Aircraft noise & airspace' section of GAL's website. This can be accessed [here](#).

NCF/01/01: NCF Secretary to liaise with GAL to investigate whether monthly/annual traffic figures are available on GAL's website

4. Evolution of the NMB Workplan

4.1 Introduction

The NDG Chair presented an introduction to the NMB and an overview of the new structure and workplan. He stated the presentation aimed to provide all members with a common level of contextual awareness with which to commence the new term.

The NDG Chair highlighted the regulatory structure and constraints under which Gatwick airport is operated as regards noise. He noted that whilst GAL, its aircraft operators and air traffic control providers already comply with all applicable rules, recommended practices and regulations for the management of noise, GAL recognises that more can be done beyond these obligations and recommendations to minimise the impact on surrounding communities. The NMB workplan was developed within this context, noting the work already identified under the Gatwick Noise Action Plan (NAP), which is available [here](#).

The NDG Chair clarified that the NMB workplan scope was limited to objectives within the reasonable remit of GAL and its industry partners to enable. He noted this means avoiding overlap of activities already identified and pursued from a national level e.g. the delivery of respite; one of the community objectives for Fair and Equitable Distribution (FED). Delivery of respite is a consideration for the design of solutions addressing the modernisation of UK Airspace.

The NDG Chair advised that the NDG will limit its activity on engagement to that defined for airspace change programmes, which each have their own prescribed consultation processes defined in the CAA's CAP 1616. As a consequence, activity related to the Future Airspace Strategy Implementation South (FASI-S) will be addressed within the NMB to promote awareness of the required process and to provide updates on progress with programmes.

4.2 General Discussion

The following discussion was held between attendees:

- Plane Wrong asked the NDG Chair to report on the NDG's progress with regards to managing reduction in noise versus increased movements. The NDG Chair noted that the Noise Management Monitoring regime will be reported through NaTMAG. He stated he would verify which metrics are being used by NaTMAG, and when they will be provided to the NDG. He agreed to report details to the NCF.

- CAGNE asked if there will be research into the impact of Continuous Climb Operations (CCO) on communities situated near the runway, including those to the west. She stated she wanted to see evidence of its proposed benefits. The NDG Chair noted noise contours are already published in the annual AO report. Whilst GAL has not planned further work, CCO is considered under the Airspace Modernisation Strategy.
- GON claimed that Continuous Descent Operations (CDO) had not been progressed by industry for the past three years and asked who would hold the NMB Executive Board (NEX) to account if they, as industry members, refused to progress it going forward. The NDG Chair responded that in fact good progress has been made and independently verified since 2016 with several initiatives leading to noise reductions. He noted the extension of the measurement envelope for CDO from 6000 ft to around 7000 ft has given rise to measured and improved Continuous Descent Operations and led to an increased focus of eliminating the remaining few outliers. Furthermore, the NMB has initiated the development of the unprecedented Low Noise Arrival Metric (LNAM) which aims to provide better information on actual descent *and* noise performance, intended to lead to further reductions in noise disturbance. The second term NMB workplan includes the validation of this LNAM metric, it is hoped, to prove the theoretical expectations. The NDG Chair also noted Gatwick continues to be a leading UK airport for CDO approaches and commented there is additional work in the pipeline to manage noise further back in the approach. This includes the recent deployment of the extended arrivals manager (XMAN) which will facilitate more efficient approach planning by providing pilots more accurate landing time predictions up to 350 miles from the airport, providing more opportunity for pilots and controllers to deliver smoother descents and therefore quieter approaches.
- CAGNE highlighted that reports through NatMAG indicated CDO performance has recently reduced, driven by one or two outliers. She questioned the drivers of trends. The NDG Chair noted there are exceptional factors that need to be taken into account for instance strong wind conditions. Overall CDO performance for Gatwick is expected to remain among the best in the UK. The NCF Secretary added that FLOPSC are currently looking into trends and that the airline briefing pack which provides pilots using Gatwick with information on required noise management procedures, continues to be reviewed, updated and circulated to new and existing aircraft operators using Gatwick to further reduce the occurrence of noise outliers.
- CAGNE asked whether Time Based Separation (TBS) was being considered by GAL, following its success at Heathrow airport. The NDG Chair clarified that TBS is planned for introduction by NATS for aircraft arriving at Gatwick airport. In addition to the recently introduced XMAN, both tools will help to achieve more efficient airspace use and fewer airborne delays.
- GON stated that CNGs have been excluded from providing input to FASI-S plans, whilst GAL continued to discuss the subject with councils. He remarked that FASI-S is fundamental in shaping future noise impacts on the local community and that GAL has thus far omitted CNG input. The NDG Chair replied that no formal CAP 1616 consultation has taken place yet related to airspace modernisation at Gatwick and that he was not party to communication between GAL and elected bodies affected by aircraft using Gatwick. He highlighted that the proposed NMB workshop on FASI-S could aim to ensure for NMB stakeholders; a consistent level of awareness of the airspace plans, the constraints (including use of Heathrow's proposed new runway), and the consultative obligations. Reigate & Banstead Borough Council confirmed councils had been involved at district and borough level but had received

minimal information at this stage. The NCF Chair agreed to investigate the status of FASI-S with GAL and to clarify the planned involvement of CNGs and local & district councils.

- Attendees agreed with Mole Valley District Council that in general it is difficult to keep track of the multiple information streams for the various airspace changes and associated noise consultations. The NDG Chair suggested that an NMB workshop on the Airspace Modernisation Strategy could be organised to provide better clarity for members. NCF members agreed that the first workshop of the NMB should focus on Airspace Modernisation and FASI-S.
- Plane Wrong reminded attendees of previous discussion to raise Heathrow flights to prevent Gatwick departures levelling off at 4000 ft on Route 3; he asked the status of this proposal. The NDG Chair explained that as reported to NMB last year, the consultancy TRAX has undertaken a comprehensive Gatwick departure continuous climb study which has confirmed that, despite the requirement to theoretically limit the climb of departing aircraft, in order to provide safe separation from aircraft using Heathrow, controllers managing the airspace used by the aircraft leaving Gatwick are in almost all cases able to organise aircraft to enable a continuous climb operation (CCO). The reorganisation of routes to deconflict Heathrow and Gatwick flights, will however, require a formal airspace change invoking the CAP 1616 process. This objective is expected to be an integral element of FASI-S although this is still several years from implementation.

Post-meeting note: The date of the FASI-S workshop has been confirmed as 29th April 2020.

Post-meeting note: Monthly CCO/CDO compliance can be found in the quarterly and annual AO report under the 'Noise Reports' tab of the 'Aircraft noise & airspace' section of GAL's website. This can be found [here](#).

Post-meeting note: GAL confirmed that formal consultation on airspace change associated with FASI-S has not yet commenced. This will take place and involve members of the public following the process prescribed under CAP 1616.

NCF/01/02: NDG Chair to verify with NaTMAG the details of noise management metrics and reporting regime arising from the growth and noise evaluation by NMB, and will report findings to the NCF

NCF/01/03: NCF Chair to investigate plans for consultation regarding FASI-S, in particular how and when CNGs and Councils are expected to be engaged and/or consulted

4.3 Second Term Workplan

The NDG Chair presented an overview of the second term workplan. The NCF Chair requested comments from attendees on their priorities regarding the workplan activities. Attendees made the following remarks:

- West Sussex Country Council commented that work on Land Use Planning (LUP) was redundant since councils have already made and consulted on their development plans for the coming period. Mole Valley District Council supported this point.
- A few attendees expressed concern over how metrics are chosen and whether they adequately evidence the addressing of noise concerns. In particular, GON highlighted that GAL prioritise noise contours over frequency, which in their view is more relevant to issues experienced by the community. The NDG Chair advised that requirements for noise metrics

reporting are set by the Regulator (CAA), not GAL, he also observed that a number of commentators had remarked on a possible shortcoming to these requirements as regards frequency of overflight. ICCAN added that frequency metrics have been identified as a potential shortcoming and were being assessed alongside their on-going review of national recommended noise metrics. The NDG Chair added that the desire among communities for a frequency metric was well understood. He envisaged that such a metric could emerge from the current reviews leading to changes in national recommended practices. In response to a question from PAGNE, the NDG Chair acknowledged that the NCF could propose that GAL consider a frequency metric sooner than any potential related change to national requirements.

Post-meeting note: Frequency metrics had been included by GAL during its work around Growth and Noise. Feedback from CNG representatives had been taken into account and as previously presented frequency metrics in the form of N65 (day) and N60 (night) contours had already been commissioned by GAL as part of the Annual Noise Exposure Contours prepared by the CAA .

5. Future Items for Discussion

The NCF Chair summarised his take-aways from discussion in the meeting. He acknowledged the interest from members on the current noise metrics used by GAL and how to improve them. He also noted FASI-S required further examination, which should be possible within the constraints of a specific NMB workshop. He asked for any other recommendations on future items from attendees, which he would pass on to the NEX Chair and members.

GON reiterated his desire for CNGs to be given direct input into the FASI-S process. GON also raised that the subject of noise versus growth was the ‘elephant in the room’ as regards its absence from the workplan. He stated it was a primary issue and that targets should be set for Gatwick. The NDG Chair responded that as reported to NMB in 2019, GAL has identified additional metrics to enable a better understanding of noise impacts (see the post meeting note above). Importantly, a Noise Management Performance Monitoring Regime will be reported through NaTMAG; GAL will develop and publish its noise impact forecasts to support this. The NCF Chair highlighted that he had discussed the North Runway Development Consent Order (DCO) with the NEX Chair and they had agreed they would like to cover this in the NMB, perhaps within a future workshop.

Tonbridge and Malling Borough Council noted his constituents were heavily impacted by airport growth and that they required further information on how noise will be measured and managed should the airport decide to grow. He highlighted in particular that the southern part of his borough could benefit from clarity on FED to better understand its position.

CAGNE asked whether individuals noise complaints could be brought to this forum to be shared with NaTMAG or GATCOM. She noted that whilst NMB allows comment on high-level issues, there is no channel with which to communicate day-to-day issues. The NCF Chair confirmed the forum can forward concerns. The NDG Chair also noted NaTMAG sit as a member on the NEX and NDG to facilitate this feedback process.

Plane Wrong remarked that it was important for members to know in quantifiable terms how much departure noise had been mitigated by noise management initiatives, noting there is greater emphasis on arrivals than departures in the workplan. He requested that noise benefits be quantified for departures so members can understand relative impacts, even if these are small.

Plane Wrong stated it would be useful to understand the components of the noise league table in detail. The NCF Secretary clarified that the table currently contains one departure metric (Track Keeping), one arrivals metric (CDO compliance) and one strategic metric (Quota Count).

The NCF Chair distributed a survey in hard copy to members, aimed at assessing their priorities regarding the current NMB workplan. He requested members to provide their feedback by Friday 6th March. The NCF Chair would summarise feedback and update the NEX. This would inform the NEX's decision on which activities to progress first.

NCF/01/04: NCF Members to complete survey on NMB workplan priorities and return to NCF Chair to support his feedback to the NEX regarding the position of the NCF

6. AOB

6.1 Meeting Format

Attendees agreed that it would be useful for GAL and/or industry representatives to be present on an ad-hoc basis, to provide technical support to certain items in the future. It was agreed the NCF Chair could decide who to invite at his discretion based on the agenda of each meeting. The NCF Chair highlighted that ICCAN have an open invitation to attend the NCF as observers to help inform their work.

Attendees were generally satisfied with the timing of the meeting. PAGNE noted, however, that longer meetings would be preferable and suggested extending them to three hours. The NCF Chair noted he aimed to keep the meeting to two hours to maintain focus. Wealden District Council asked that a list of common aviation acronyms be circulated to assist new members to follow meetings.

6.2 NCF Representative for the NEX

The NCF Chair informed attendees that the NEX Chair would distribute information regarding the process to nominate an NCF representative to sit on the NEX within the next few days. The NEX Chair had decided the process for the nomination. The NCF Chair noted that members were welcome to meet off-line to discuss and decide upon their candidate.

6.3 Other news

The NCF Chair stated the minutes would be circulated before the first NEX on 18th March. He also noted that Katie Mathias would be handing over the role of NCF Secretary, which she had been filling temporarily, to Laura Boccadamo (GAL) ahead of this meeting.

Finally, the NCF Secretary informed members that following the popularity of the NMB Surgery on the 17th January, it had been agreed that quarterly surgeries will be organised to provide opportunity for CNG members to communicate one-to-one with the NMB Chairs. Councillors would also be welcome at these events.

NCF/01/05: NCF Secretary to distribute list of common aviation acronyms to NCF members for NCF/02

Open Actions

Action	Description	Responsibility
NCF/01/01	NCF Secretary to liaise with GAL to investigate whether monthly/annual traffic figures are available on GAL's website	NCF Secretary
NCF/01/02	NDG Chair to verify with NaTMAG the details of noise management metrics and reporting regime arising from the growth and noise evaluation by NMB, and will report findings to the NCF	NDG Chair
NCF/01/03	NCF Chair to investigate plans for consultation regarding FASI(S), in particular how and when CNGs and Councils are expected to be engaged and/or consulted	NCF Chair
NCF/01/04	NCF Members to complete survey on NMB workplan priorities and return to NCF Chair to support his feedback to the NEX regarding the position of the NCF	NCF Members
NCF/01/05	NCF Secretary to distribute list of common aviation acronyms to NCF members for NCF/02	NCF Secretary

List of participants

Name	Organisation
Cllr Caroline Salmon	Mole Valley District Council
Cllr Susan Taylor	Chichester District Council
Cllr Stephen Hillier	Mid Sussex District Council
Cllr Ann Newton	Wealden District Council
Cllr Mrs Natalie Bramhall	Reigate & Banstead Borough Council
Cllr Matt Boughton	Tonbridge and Malling Borough Council
Cllr Catherine Rankin	Kent County Council
Cllr Liz Kitchen	West Sussex County Council
Atholl Forbes	PAGNE
Ian Hare	APCAG
David Howden	TWANSO
Martin Barraud	GON
Sally Pavey	CAGNE
Angus Stewart	TWAANG
Peter Barclay	GACC
Mike Ward	Plane Wrong
Chris Quinlan	Plane Justice
Helyn Clack	NEX Vice Chair
Graham Lake	NDG Chair

Louisa Guise	ICCAN
Katie Mathias	NCF Secretary / Helios
Fiona Ribbons	Helios

List of apologies

Name	Organisation
Rupert Simmons	East Sussex County Council
Ruud Ummels	To70

Future NEX/NCF Meetings

Meeting	Date
NMB-NEX/1	18 March 2020
FASI(S) Workshop	29 April 2020
NMB-NCF/2	20 May 2020
NMB-NEX/2	24 June 2020
Workshop	TBC
NMB-NCF/3	23 September 2020
NMB-NEX/3	TBD
NMB Public Meeting and Gatwick Airspace Briefing	03 December 2020