

Noise Management Board

NMB Community Forum

Meeting 1: 26 February 2020



Agenda

14:00 Welcome and Introductions

14:15 NCF Chair: Opening Remarks

14:25 NMB Information Sharing

- Box Folder
- NMB Webpage
- Noise & Track Keeping System

14:45 Evolution of the NMB Workplan

- Activity progress since May 2019

15:15 Future items for discussion & Next steps

15:45 Any Other Business

16:00 Close of NCF 1



NCF Chair: Opening Remarks

- My role
- The role of the Forum
- Transparency and Information Sharing
- Focus of work
- Code of Conduct



NMB Information Sharing

Existing NMB platforms for finding and sharing information:

1. NMB Webpage

- <https://www.gatwickairport.com/business-community/aircraft-noise-airspace/engagement/noise-management-board/>
- Main platform for NMB information sharing

2. Box File Share

- NMB Technical Papers

NOISE MANAGEMENT BOARD

HOME > BUSINESS & COMMUNITY > AIRCRAFT NOISE & AIRSPACE > ENGAGEMENT > NOISE MANAGEMENT BOARD



Overview

The Noise Management Board (NMB) is a unique body, bringing together representatives from all stakeholders in the management and mitigation of aircraft noise. The membership of the board comprises representatives from various aspects of the aviation industry the Department for Transport, elected representatives of the people and a number of local community noise action groups.

Background

NMB Activities

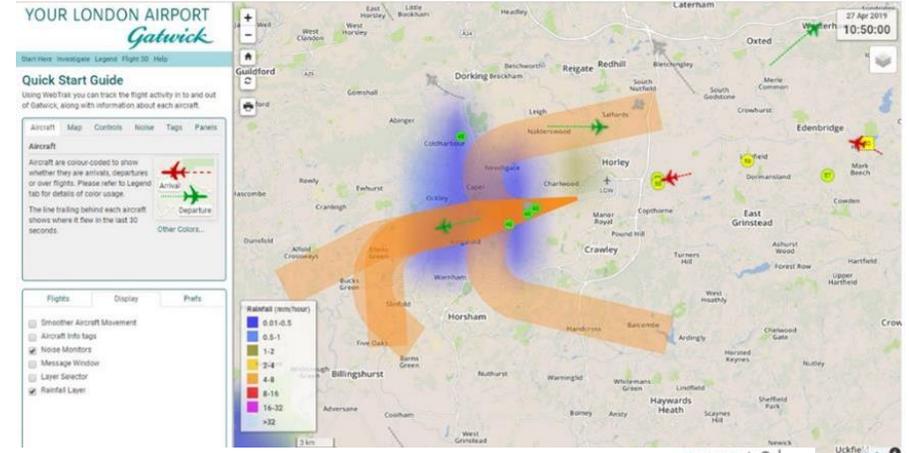
NMB documents



NMB Information Sharing

3. Noise & Track Keeping System

- <https://www.gatwickairport.com/business-community/aircraft-noise-airspace/>
- Information and videos explaining aircraft noise
- Flight tracking Apps, i.e. Webtrak & Flight 3D
- Noise dashboards, i.e. Airspace, noise monitor and noise complaint data
- Location specific information
- Noise reports
- Noise enquiries



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- Understanding aircraft noise: Explore the science of aircraft noise and how our airspace works.
- Airspace data: Explore current and historic data on our airport and local airspace.
- Where do aircraft fly?: Use our flight tracker, mapping tools and dashboards to understand how aircraft fly into, out of and around Gatwick Airport.
- Additional information and FAQs: Find answers to your frequently asked questions and where you can find more information.

Introduction: Watch the video below to find out about how aircraft arrive and depart using the airspace. Read More >

<https://www.gatwickairport.com/aircraft-noise/aircraft-noise-airspace/>

Gatwick Airport Noise Complaint Form

[View personal details](#)

Title (required)
Choose one

First name (required)
Matthew

Surname (required)
Brookes

Address (required)
112 West Street

City

Postcode (required)

Contacts (required)



Evolution of the NMB Workplan

Graham Lake

NMB Delivery Group Chair

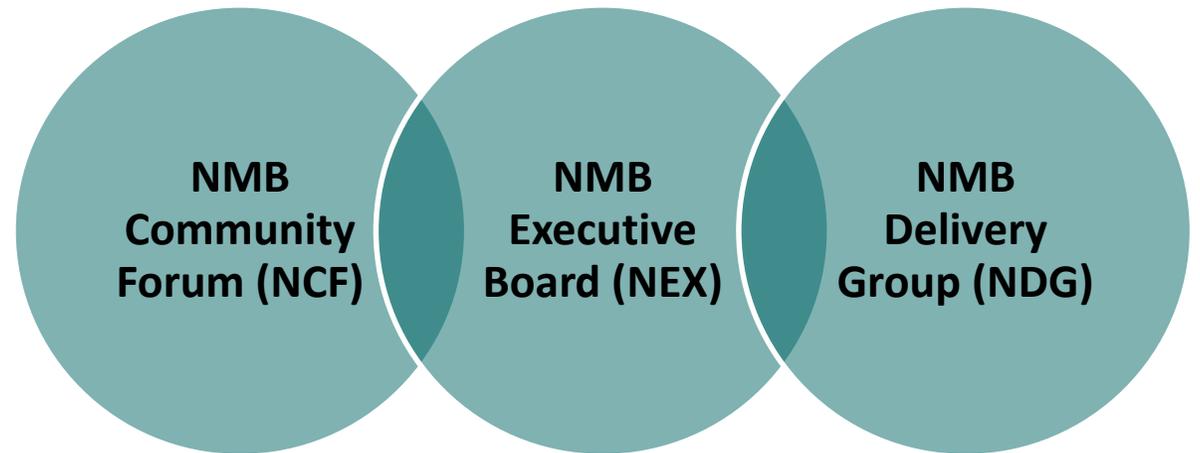


RECAP



NMB structure

- Three groups:
 - NMB Community Forum (NCF)
 - NMB Executive Board (NEX)
 - **NMB Delivery Group (NDG) – see next slide**
- Three Independent Chairs have been appointed to govern the NCF, NEX and NDG
- The structure addresses NMB Review feedback; recommending a smaller NMB with increased breadth of community participation.



NMB Delivery Group

Purpose and Membership

Purpose

- To coordinate, develop and agree by consensus, the delivery of the technical and operational implementation of agreed NMB workplan initiatives.
- To take into account the Gatwick Noise Action Plan.
- In conjunction with the NEX, the NMB Delivery Group will contribute to the development and finalisation of the annual Workplan and thereafter will actively monitor Workplan delivery.
- To advise NMB on the implementation schedule and any changes that may potentially impact the delivery of the agreed workplan.

Membership

- NDG Chair/NEX Secretariat
- GAL and its advisers (e.g. Helios/ERM/Trax etc. as required)
- NATS – Air Traffic Management, En Route & Approach
- ANS – Air Traffic Management, Tower
- Airline representative
- CAA – Aviation Regulator
- NaTMAG – Noise & Track Monitoring Advisory Group

Meeting Observers

- As agreed by the membership of the NDG



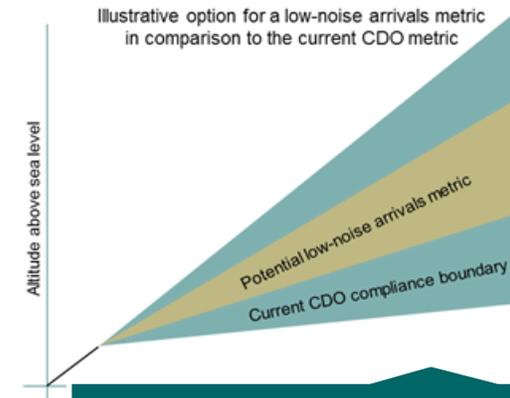
How the impact of noise from aircraft using Gatwick is being reduced



Airspace changes



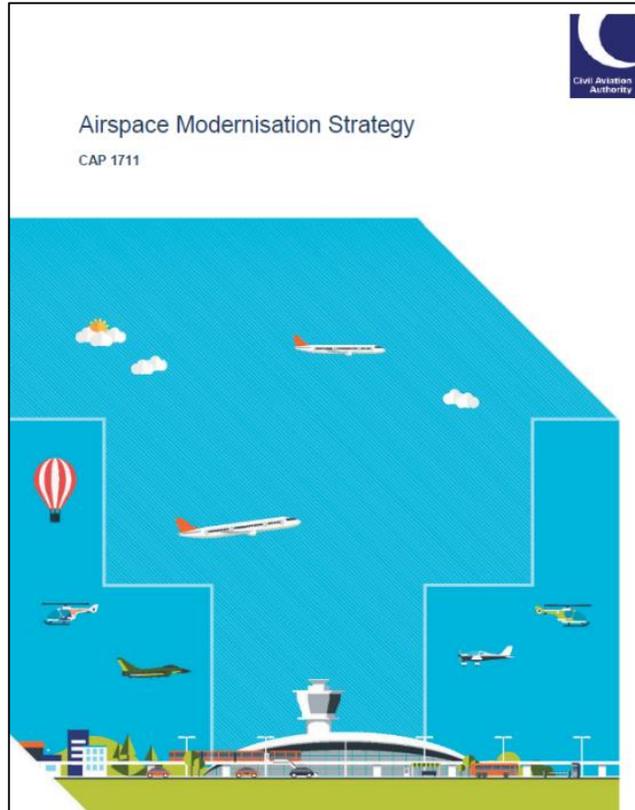
Aircraft design



Behaviour and operations



Airspace Change: UK Airspace Modernisation Strategy



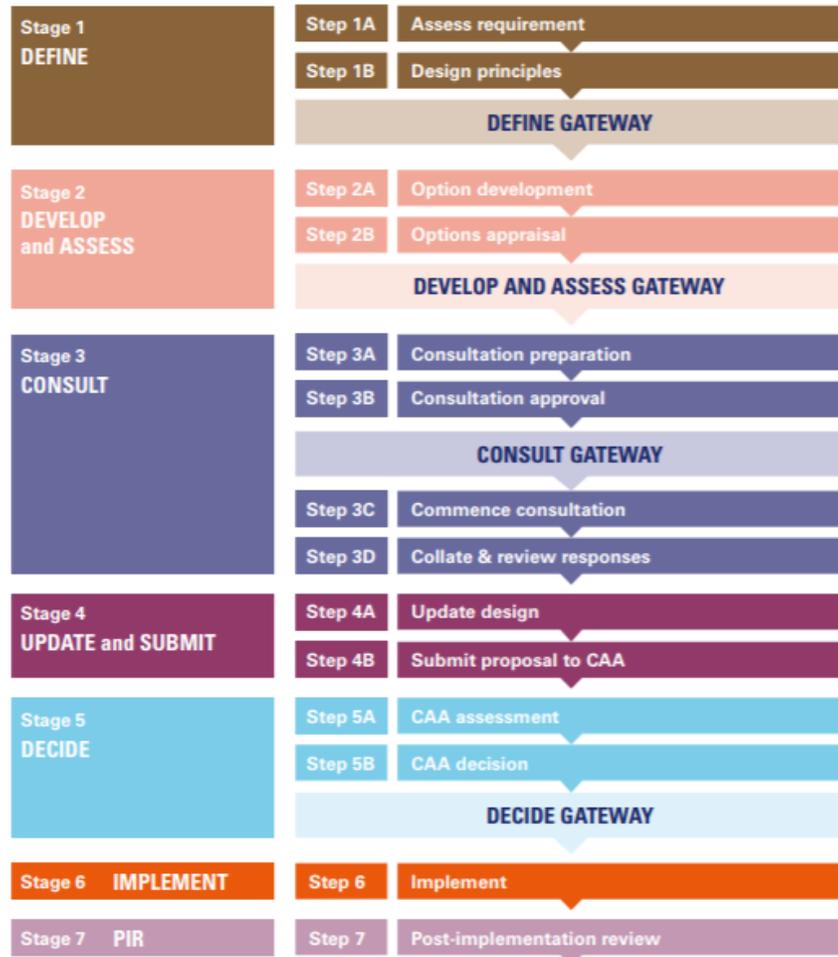
Governments around the world are modernising airspace to take advantage of new technology, to increase safety, efficiency and reduce environmental impact.

- 2019 Traffic: UK airspace handled about 2.6 million aircraft; DfT forecasts a recurring increase of <math><2\%/year</math>
- Passengers demand: >296 million passengers used a UK airport
- Busiest airports: Heathrow and Gatwick manage >750K annual movements; London airspace is the busiest in the world

Intended to deliver quicker, quieter and cleaner journeys and offer more capacity for the benefit of those who use and are affected by UK airspace.



Airspace Change Process & Decision Making



The CAA's airspace change process (CAP1616) involves 7 stages and includes 3 gateways before a public consultation is authorised.

All relevant material is posted on the CAA's airspace change portal.

The CAA are the arbiters as to whether a new design is appropriate

Entire process will normally occupy several years



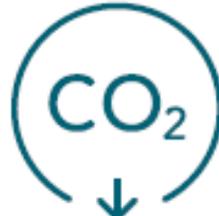
Potential Outcomes



Improved safety



Reduced flight costs



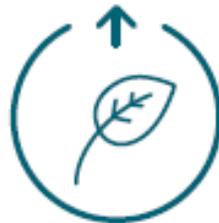
Reduced CO₂



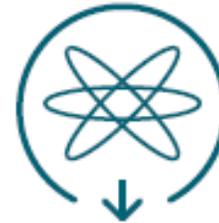
Increased airspace capacity & resilience



Reduced flight times & delays



Improved conservation of tranquility



Reduced complexity



Reduce frequency of overflight



Reduced noise



Reduced fuel burn



Improved time management



Reduced overflight of people

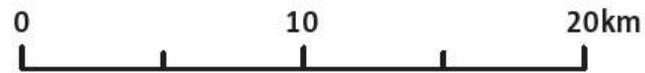
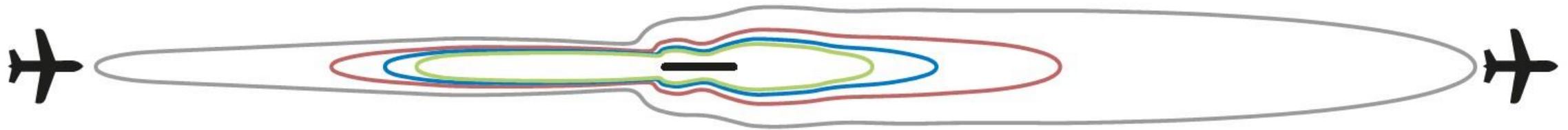
Interdependency exists between objectives; the achievable outcomes will require compromise by planners and regulators to balance the natural tensions that exist



Aircraft Design

Aircraft are certified to global noise standards:

ICAO Chapter 2 and Chapter 3 certified aircraft are no longer permitted to use Airports in Europe (inc.UK)



- Chapter 2 (before 1977, contour area 208 km²)
- Chapter 3 (1977, contour area 63 km²)
- Chapter 4 (2006, contour area 35 km²)
- Chapter 14 (2018, contour area 24 km²)

Over the past 50 years aircraft noise output has been reduced through improved design by 75%



Aircraft Behaviour & Operations

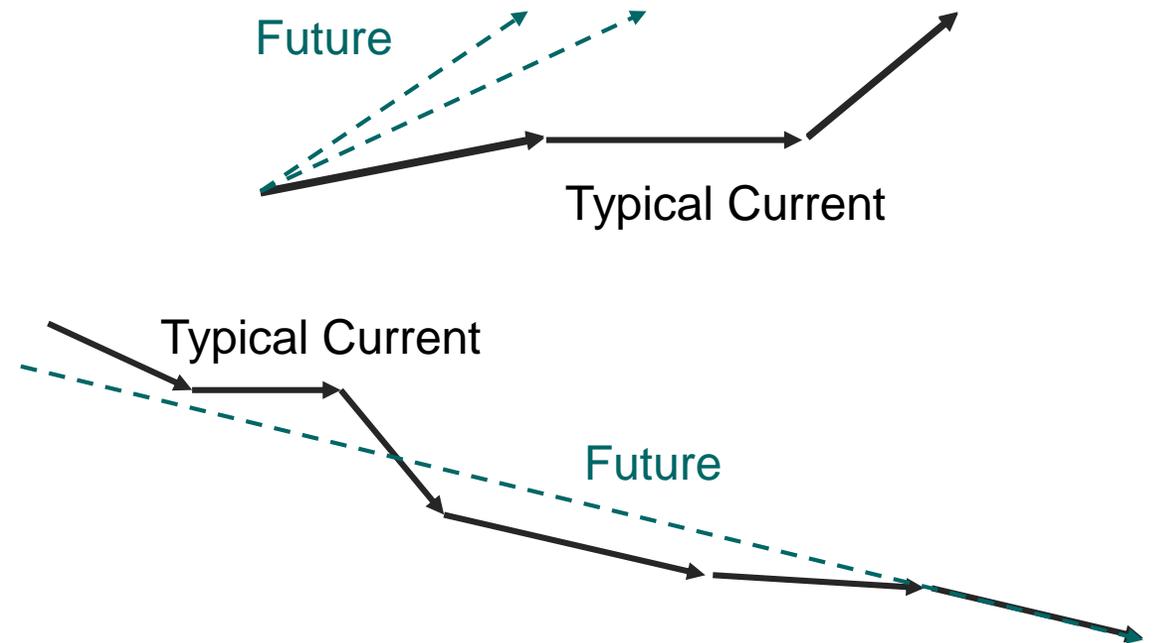
Gatwick's Ambitions

Departures

- Multiple departure options that offer respite/relief for those living closer to the airport
- Continuous climb to FL90 at increased rates of climb
- Minimum engine running on the ground

Arrivals

- Sequencing & separation before reaching FL90
 - No stack holding
 - Continuous descents from FL90 using minimum practical track distance
 - Procedural 'low noise' approach
-
- Laterally deconflicted routes with neighbouring airports.



Gatwick Airport Noise Action Plan (NAP)

- Every 5 years, all major airports are required by government to identify noise impacts and revise their Noise Action Plan
- NAPs are a requirement of the Environmental Noise Directive (END) 2002/49/EC
- A NAP identifies measures that could reduce the impact of noise
- The 2019 – 2024 END NAP is the third revision to the action plan, building on the foundations laid by the previous versions
- There are **53 Actions** in the 2019-2024 END NAP:
 - https://www.gatwickairport.com/globalassets/business--community/b_7_aircraft-noise/london-gatwick-draft-end-nap-2019---2024-final-document.pdf

YOUR LONDON AIRPORT
Gatwick



Example NAP Actions

- *We will continue to apply and report upon charging penalties to those aircraft operators of Airbus A320 family aircraft that have not had the Fuel Over Pressure Protector (FOPP) modification retrofitted.*
- *We will continue to administer the Department for Transport night flight regime and ensure that we operate at night within the prescribed ATM and QC limits.*
- *We will continue a scheme that helps with the cost of acoustically insulating homes against the effects of aircraft noise. We undertake to review the scheme every 5 years to ensure it remains appropriate and relevant.*
- *We will report progress against the published Noise Abatement Procedures contained within the London Gatwick Aeronautical information Publication and this Noise Action Plan on a quarterly basis to the Noise and Track Monitoring Advisory Group, the Gatwick Airport Consultative Committee and on our webpages.*
- *We will continue to log all complaints relating to aircraft operations in line with the extant Noise Complaints Handling Policy and publish the statistics on our website quarterly*

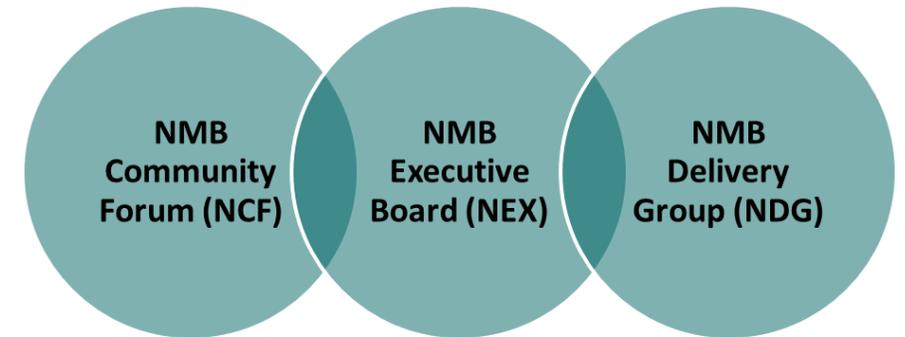


NMB Second Term Workplan



Governance of Workplan Activities

- The NMB Workplan, handed to the Workplan Implementation Steering Group (WISG) in May 2019, consists of nine activities categorised under three objectives developed by the NMB (1st Term)
- The plan was developed using input from NMB members. Some of these activities have since progressed further; developments have been reported through WISG and the Noise and Track Monitoring Advisory Group (NaTMAG)
- Effective 2020, responsibility for delivery of the Workplan is delegated by the NMB Executive Board (NEX) to the NMB Delivery Group (NDG) - formerly the WISG. The NDG reports to the NEX.
- The NCF will help prioritise objectives around reducing noise for the NMB and to share ideas, innovations and suggestions for consideration by the NMB Executive Board (NEX).



NMB Workplan

The NMB strategy embodied within the NMB Second Term Workplan will focus on achieving a reduction in noise whilst sustaining a downward trend in noise disturbance and reducing the number of noisier flights; so-called outliers.

Incremental noise reductions will be achieved through further improvements to operational procedures and engagement practises, and through the practical validation of new and innovative technologies and operational techniques, themselves designed to reduce noise disturbance from every flight. These noise reducing initiatives should be Specific, Measurable, Achievable, Relevant, and Time bound (SMART) and include, where possible, estimated noise reductions per initiative.

As well as SMART objectives, a number of strategic initiatives have been identified to support continued NMB involvement with Land Use Planning, Growth & Noise, and Future Airspace Strategy Implementation (South). It is recognised that regular engagement with industry on these topics is important for educating and informing members of the NMB.



NMB First Term Workplan (2019-2020)

Objective: Reduce Noise

Activity 1. Review and validate Low Noise arrival Metric

Activity 2. Reduced Night Noise Trial

Activity 3. Incentivise the use of quieter aircraft

Objective: Reduce the Impact of Noise

Activity 4. Define Fair and Equitable Dispersal for RNAV (Future Airspace)

Activity 5. Improve Departure continuous climb

Objective: Strategic

Activity 6. Review of Land Use Planning

Activity 7. Balance growth and noise

Activity 8. Facilitate NMB engagement with Future Airspace Strategy Implementation

Activity 9. Strengthen Community Engagement



Workplan Activities – Adapted by the NDG

- Recognising work already incorporated into the Noise Action Plan
- Recognising the requirements of the CAA Airspace Change Regulations (CAP1616)
- Recognising the objectives outlined in the revised Terms of Reference of the NMB
 - SMART, Quantifiable noise benefits, no legal impediments
- Recognising which initiatives are contingent on implementation of the government's national airspace modernisation strategy, its associated timescales and obligations
- *The art of the possible!*

NMB Vision

To reduce and mitigate Gatwick aircraft noise in a fair and proportionate manner, by balancing the interests of those communities negatively impacted by aircraft noise, and those of Gatwick Airport.



Workplan Activities – Adapted by the NDG

Noise Reduction Initiatives

Validate the new Low Noise Arrival (LNA) Metric

Validate the newly defined optimum low noise arrival profile envelope. If validated successfully, adopt the LNA Metric for real-time monitoring

Implement the Reduced Night Noise (RNN) Trial

Plan and implement the RNN trial

Introduce new departure noise limits

Review the departure noise limits at which fines are levied and propose stricter noise limits and a new fining regime. If deemed appropriate, implement the new regime

Review of Landing gear deployment

Measure the noise impact of changing landing gear deployment times by arriving aircraft

Adopt the Airline Noise League Table into real-time reporting

Adopt the newly developed Airline Noise League Table into real-time reporting and publish the league table results



Workplan Activities – Adapted by the NDG

Strategic Initiatives

Facilitate Engagement with Future Airspace Strategy Implementation (South)

To engage with, and educate, the NMB on the requirements of CAP1616, the airspace change process, and Future Airspace Strategy Implementation (South) (FASI(S)) progress

Land Use Planning Workshops for planners and developers

Undertake workshops to inform local planning authorities and developers of the aircraft noise environment around Gatwick



Other Activities

1. Define Fair and Equitable Distribution (FED) in an RNAV environment

The scope of this activity cannot yet be defined, or be implemented before FASI. FED objectives should be addressed under the context of FASI Airspace Change Planning at the appropriate time (likely NMB 3rd Term).

2. Improve departure continuous climb

Trax study findings to inform Gatwick FASI-S planning

3. Strengthen community engagement

Task for NMB Communications Committee

4. Implement the noise management performance monitoring regime

Monitoring and reporting is a NaTMAG function



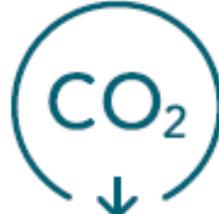
Desired Outcomes



Improved safety



Reduced flight costs



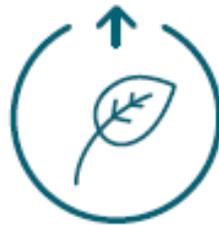
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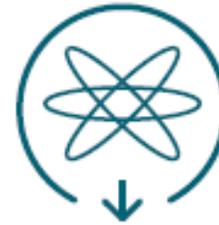
Increased airspace capacity & resilience



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Reduced complexity



Reduce frequency of overflight



Reduced noise



Reduced fuel burn



Improved time management



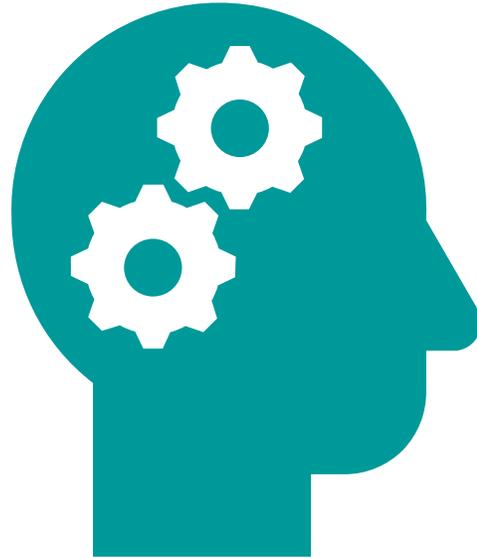
Reduced overflight of people

Interdependency exists between Objectives; the achievable outcomes will require compromise by planners and regulators to balance the natural tensions that exist



Future Items for Discussion & Next Steps





Next Steps

- Nomination of representation on the NEX
 - 2 x Councillors
 - 2 x Constituted CNG
- Survey of Member Priorities



Any Other Business



Thank you for attending

