

# **GATWICK AIRPORT NOISE MANAGEMENT EXECUTIVE BOARD (NEX/1.1)**

**Wednesday 21<sup>st</sup> October 2020 – Zoom virtual meeting**

## **Meeting Minutes**

### **Item 1: Welcome from the Chair**

1. The Chair (JD) opened the first meeting of the Gatwick Airport Noise Management Executive Board (NEX), welcoming participants to this virtual meeting, scheduled to take the place of the postponed “in person” launch of the NEX that had been planned in March. Participants were provided with details of the protocol and procedures to be applied for the virtual meeting.
2. The high-level objective of the Noise Management Board (NMB) structure is to reduce noise from aircraft, while the key purpose of the NEX was to develop and agree Specific, Measurable, Achievable, Relevant, and Time bound (SMART) noise reduction workplans, including where possible, estimated noise reductions per initiative, and would thereafter oversee their delivery as part of a noise strategy which seeks to balance, in a fair and proportionate manner, the interests of the communities negatively affected by aircraft noise, and industry stakeholders.
3. The Chair also noted that the NEX welcomed as observers, for this session only, two representatives. From the Independent Commission on Civil Aviation Noise (ICCAN) regular Observer Stephen Cooke, Head of Communications and Engagement was joined by Head Commissioner Robert Light. The Civil Aviation Authority (CAA) Member Mark Simmons was joined by an Observer colleague, Airspace Specialist (Engagement & Consultation), James Price.
4. The consequences of the Covid-19 pandemic were acknowledged, firstly in delaying the commencement of NEX activity and, secondly, recognising the profound impact of the pandemic to air transport and more particularly the many thousands of employees in and around Gatwick who had either already lost their jobs or, were facing an uncertain future with their employers as a result.
5. The Chair referred to the Governance of the Board, reminding participants that a copy of the NMB Terms of Reference had been included in the NEX board papers (NEX/1.1 IP04) and drawing attention to the Code of Conduct, asking that participants respect one another’s points of view, even when there were differences, and to act in a respectful way.
6. In moving forward, the Chair said that he did not intend to call Board votes on issues, but to look for the necessary consensus, mindful that some issues could not move forward if some stakeholders felt they cannot support them.
7. Lastly, the Chair referred to an important point regarding CAGNE, a constituted Community Noise Group, a member of the NMB Community Forum (NCF) and which had written to a number of NEX members, claiming that it had no community voice on the NEX. The rules set out in the NMB governance were clear and had been respected. CAGNE had chosen not to nominate itself for a place as a constituted CNG representative of the NMB’s Community Forum on the NEX in 2020.

### **Item 2: Board Member introductions and key issues**

8. Following a short summary of his own background in the Diplomatic Service, the Chair then Introduced the NEX Vice-Chair, Helyn Clack. HC explained that she had led the NMB Review conducted in the latter part of 2018, which recommended the establishment of this new NMB

structure, and was pleased that the NMB had now reconvened and could get to work on continuing to build an understanding of community priorities and identifying collaborative steps that can be taken with industry to further reduce aircraft noise.

9. The Chair then introduced each board member, and asked them to say who they were, which organisation they represent, and the spirit in which they came to the NEX.
10. The NCF Chair (WM) reported that the NCF was comprised of CNGs and Councils willing to participate. No one had been excluded who wished to participate. WM also provided an outline of the NMB induction meeting, surgeries and the NCF/1 meeting that took place before lockdown, and included a degree of bringing, particularly new participants, up to speed on noise management in general and at Gatwick.
11. The NDG Chair (GL) welcomed the return of the NMB following the NMB review and the establishment of the new structure. He referred to the briefing on both the global and local traffic situation that had been provided to NCF/2, and the impact on organisations of the NDG, acknowledging that despite this, their support of NMB continued. Lastly, he reported that the number of flights at Gatwick was currently 87% below the prior year and that as a result of the pandemic, that noisier aircraft types, including the Boeing 747, 767 and Airbus A310 had been retired by airlines previously using these types at Gatwick, thus further contributing to current noise reduction. He referred to the NMB workplan that had been progressed since the NMB last met in May 2019 (NEX/1.1 IP03) and advised that the NDG had not met since the pandemic related pause of activities in early March, since when a number of prior NDG participants had been furloughed or transferred.
12. For GAL, AS acknowledged that the profound traffic downturn was having a significant impact on GAL and that substantial reductions had been made to both staff numbers and planned capital investments. He further indicated the need to be even more innovative and to set realistic expectations to ensure momentum towards what can be achieved, while encouraging the need for the NEX to look forward positively and constructively. AS also pointed out that while flight numbers and consequent noise levels were currently reduced significantly for many communities, some residents would now be seeing aircraft on more direct routings, using shorter tracks not often used because of airspace congestion during periods of normal traffic.
13. AN, the Deputy Leader of Wealdon District Council advised that she had been elected onto the NEX with LK, as one of two council representatives of the NCF. AN appreciated GAL continuing with NMB activities despite the downturn and encouraged the NEX objective of noise reduction and, reaching satisfactory conclusions, even if compromise is needed.
14. AF, reported that he was Chair of PAGNE, and one of two CNG representatives on the NEX. AF reported that he was part of the NMB Review process and that he wished to play a part in delivering fully on the Mission and Objectives of the NMB.
15. CL, advised that he was a member of GON and GACC and had the prior role at NMB of attempting to coordinate CNG views. He sits on the Government's Airspace and Noise Engagement Group (ANEG) and the Airspace Strategy Board. CL reported that at GATCOM, GAL had advised that it intended to build back bigger and better.
16. HG, indicated that he was the managing director and interim general manager of ANS, the Air Navigation Service Provider (ANSP) operating the air traffic control tower at Gatwick. Noting that while traffic levels were currently very low, noise related planning and management continues with active ANS participation in the airspace modernisation programme, FASI.
17. HM, reported that he was the Engineering Operations Director at easyJet Gatwick, and a Non-Executive Director at NATS. The airline was focussed on airspace change (FASI) as a key enabler for both noise and emissions sustainability, as well as improving prospects for recovery from

the pandemic downturn. He encouraged the NEX to consider emissions objectives and echoed the earlier calls for a spirit of compromise at the Board.

18. IG, introduced his role as Head of Aviation Noise and Air Quality Policy, noting that he had three particular areas of interest; firstly, how the airport was implementing DfT Policy, secondly, the understanding of any gaps in the Policy and, thirdly, identifying particular challenges faced by stakeholders. As regarded building back better, he indicated that DfT focus was on reducing carbon emissions and, how the proposals in Aviation 2050<sup>1</sup> were taken forward.
19. IJ, the Head of Sustainable Operations at NATS, referred to his 25 years' experience in aviation environmental management and the impact of the pandemic on NATS, where there had been significant numbers of redundancies and a restructuring. The NATS priority was maintaining a Covid-safe operation. In part that meant that the opportunity for any operational changes was severely constrained. He also confirmed that NATS would continue to participate in the NEX with a constructive attitude and would listen and take action wherever possible.
20. LH welcomed the return of the NMB and described his own involvement in management of aircraft noise which began in 2006. He was the Chair of the Gatwick Noise and Track Monitoring Advisory Group (NaTMAG), established GAL's Flight Performance Team and ran the Noise Monitoring Group.
21. LK, the Council Member for West Sussex County and a member of Horsham District, participated in the first term of the NMB and, in the NMB Review process as vice-chair of the Review Committee. LK reported that she was also a member of NaTMAG, but did not attend NCF/1 as she had not yet been appointed by the Council for the task. She has lived in Rusper for more than 50 years, in that time had 'seen noise rise to a crescendo' but 'in the last 10 years has seen it fall back'. LK supported airspace change. LK advised that West Sussex County had mixed views on Gatwick, being supportive of the airport related employment and positive economic impact, while being opposed to the introduction of a second runway and increased noise.
22. MS advised that he was the Airspace and Engagement Regulator at CAA. He reported that 2020 had seen an increase in the number of Airspace Change Proposals (ACP) in the UK, however the pandemic had also led to a number being paused. There were currently 210 ACP in the system of which 40 had been paused. The CAA's role at the NMB was to provide advice and guidance on ACP matters and to encourage active participation in the ACP process.
23. TC, the Chair of GATCOM advised that he was a past Chief Executive of Horsham District Council with a background in town planning. TC described the statutory consultative role of GATCOM and its membership, noting that GATCOM appointed members of NaTMAG. He also noted that the NEX Chair was now a member of GATCOM with the NCF Chair as his alternate. The focus of GATCOM was on building back better.
24. The NEX Chair invited RL, Head Commissioner of ICCAN, participating as a standing observer of NEX, to introduce the organisation. RL referred to his 30 years background in local government, he then spoke about the role of ICCAN as an independent noise body established by government following a recommendation of the Airports Commission. ICCAN had noted the polarised positions related to aircraft noise management and had identified a strategy to improve the noise environment going forward.

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<sup>1</sup> <https://www.gov.uk/government/consultations/aviation-2050-the-future-of-uk-aviation>

### **Agenda item 3: Building back better on noise 1:**

25. The paper NEX/1.1 IP15 was shared on the Zoom screen. The paper was the consolidated summary of NMB workplan proposals for priorities received from Community Noise Group members of the NCF, and related NMB/NDG workplan activity.
26. WM briefly ran through the four CNG submissions, reporting that no proposals had been received from Councils.
27. LK welcomed NEX/1.1 IP15<sup>2</sup> as a helpful means of considering the workplan issues and mentioned that night flights, airspace change consultations and an apparent increase in the number of go-arounds during the pandemic as areas of concern. LH, the chair of NaTMAG later noted that go-arounds would continue to be an agenda item at NaTMAG and that this had been recently briefed to the Group by ANS.
28. AF provided some background and context to the CNG input (NEX/1.1 IP10), noting that there had been four separate submissions with a total of 26 proposals, of which the first 11 had been submitted by GACC and agreed by 8 of the 9 CNG participating on the NCF. Of the 8 CNG, both Plane Wrong and TWANSG had submitted additional points to the 11 in the GACC paper. CAGNE had also made proposals of their own. AF noted that there was a fair degree of overlap between the four proposals which could be helpful and that most were not new topics and were already on the workplan which could help to achieve the NMB objectives.
29. AF then described the first 5 of the 11 topics in the GACC priorities paper (NEX/1.1 IP15). He reported that CNG consider night flights to be the most impactful and their elimination to be the highest priority. The subsequent proposals (#2-#5) described by AF are already established in the NDG workplan (NEX/1.1 IP03).
30. CL then described the GACC proposals (#6 - #11) in the paper, and also described the additional suggestions (#12 - #18) by other CNG's outlined., acknowledging that a lot of work had already been done in several areas, but underlining that there was more to do and that in view of GACC, progress was needed as soon as possible.
31. In particular, CNG had called for; the noise league table to be published as soon as possible, to look again at differential noise charges to incentivise removal of noisier aircraft, building on the positive impact of the existing scheme. On noise metrics, GACC acknowledged that the CAA's recent inclusion of frequency data was helpful, but believed that the Gatwick Masterplan was misleading, calling for an improved protocol on noise metrics that was consistently applied and considered up to 10 years of historical data.
32. CL also referred to the Development Consent Order in relation to regular use of the northern runway, believing that while it was currently a distant prospect, GAL wanted growth, which in CNG's view meant more flights and more noise. CL also called for more scrutiny of growth on the southern runway, suggesting that this too should be subject to planning consent.
33. Referring to the TWANSG proposals regarding Fair and Equitable Dispersal (FED), CL suggested that this would be a useful topic to initiate NMB liaison with the FASI-S airspace modernisation planners.
34. AN commented that while noise management was certainly a complex area, the irony was that the consolidated presentation of the workplan topics (NEX/1.1 IP15) made simple points. In her view, residents were exercised on night noise, AN was also interested in scrutiny of growth and understanding of impacts of all aircraft using airspace around Gatwick, including those using other airports.

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<sup>2</sup> NMB/1.1 IP15A was issued by the CNG members of NEX on October 29<sup>th</sup>, reflecting additional comments from Plane Justice

35. The Chair thanked the NCF representatives for their contributions, noting that the NEX had heard a full array of proposals.

**Agenda item 4: Building back better on noise 2:**

AS, reported that GAL would look at what was already in the Noise Action Plan (NAP). As regards the Airline Noise Performance Table work had continued through 2020 to validate the data and metrics and GAL would endeavour to publish a Q4 2020 Table in the first quarter of 2021 and acknowledge that evolution of the Table should form part of this activity going forward. **NEX/1.1 Action 1.**

36. IG in context of night flights reported that Gatwick was a Designated Airport and that the UK night flight regime is under review. DfT expect to issue a call for evidence in the second part of November. IG also observed that there was nothing to stop an airport going above the government's minimum requirements. CL expected a new night flight regime at some point, in his view the airport should do more, with scheduling and pricing, especially while the airport was so quiet.
37. HM responded that for easyJet night flights were a key part of the schedule, eliminating night flights would not generally work with the Low-Cost Carrier (LCC) business model and scheduling. He warned that night flights would play a major part in the recovery for LCC's and not just at Gatwick. HM also asked about the performance table, emphasising the need to use industry standard metrics. Meanwhile, HM agreed to review the airline procedures concerning scheduling and operation of night flights. **NEX1.1/Action 2**
38. IJ referred to pre-pandemic work at NATS regarding the concept of noise cones. He undertook to investigate and report findings to the NEX. **NEX/1.1 Action 3**
39. LK supported CL views on night flights as a workplan item and the impact of aircraft using other airports in the Gatwick area, referring particularly to aircraft using Farnborough and Shoreham airports. IJ agreed to investigate. **NEX/1.1 Action 4**
40. HC encouraged the use of less noisy aircraft, although he recognised that easyJet was "not so guilty" in this respect, asking how airlines from overseas could be encouraged to use quieter aircraft. AS indicated that GAL continued to encourage use of quieter aircraft and pointed out that although the number of night flights had reduced by 90% the Gatwick Quota Count noise metric showed a reduction of 93%, , underscoring the withdrawal of noisier types.
41. Referring to the Low Noise Arrival metric, AF sought to ensure that once the metric had been validated, that it would be implemented and monitored (note that the established workplan already calls for its implementation once validated). AS reported that although the publication of the related CAA report was still awaited GAL had commissioned the validation of the new LNA metrics in parallel and hoped that publication of both might be possible in the first half of 2021, after which the formal adoption process and a transition to a trial operational deployment can begin.
42. AS referring to the discussions of the ILS minimum joining point, emphasised the need to clearly differentiate between the safety objectives of the minimum joining point, which related to approach stabilisation requirements, versus any noise related intent and the noise abatement requirements set out by the DfT.
43. In context of coordination with FASI, the NDG chair (GL) supported the GACC proposal to utilise the clarifications of the FED objectives as a basis to begin discussions with FASI. He also proposed that ICCAN could add value in assessing how concentration of flights versus the alternative dispersal could be fairly achieved, noting that this is a national question, rather than a Gatwick specific topic. **NEX/1.1 Action 5**

44. CL emphasised that CNGs wanted to be included in FASI discussions. AS confirmed that although the airspace modernisation activity had been paused for the moment, Gatwick hoped to re-commence this work soon. The process, when formally restarted, would likely re-commence at the beginning of stage 2 and as part of developing a comprehensive list of design options would engage with all relevant stakeholder groups including CNGs and other community representatives. This was expected in a best-case scenario to be at the end of Q1 or Q2 2021, contingent on the go ahead of funding support from the DfT. IG had no further update at present.
45. The Chair asked for last points before summing up. CL observed that CNGs had made suggestions and, that NEX has not reached the stage of a SMART plan, therefore he proposed another element of process. JD responded that he would consult with his NMB co-Chairs and GAL (as sponsors of the NMB) and undertook not to allow everything to 'disappear into a black box.' CL said that GACC wished to be involved in the drafting process.
46. AN expressed concern about airport expansion, AS responded that the NMB was not directly involved in the consultation, there was a legal process that must be followed, which would seek to engage with stakeholders within and beyond the NMB, providing the example that members of the public would not need to be part of a CNG to be involved. This was expected 2021 but was subject to a range of factors.
47. CL noted that GACC concerns of growth on the main runway were not subject to the DCO, while AS responded that steps were already taken to manage and to mitigate noise.
48. The Secretary (GL) was asked to sum up the discussion. He thanked all contributors noting the spirit of constructive discussion, while acknowledging that where traffic levels were, was not where we had expected to be. Nevertheless, that the need to produce a solid foundation for improved noise performance was as important as ever and was needed to ensure that as traffic levels recover, they do so by using a greener and quieter basis.
49. The contributions of the NCF had been constructive and helpful, the alignment with the existing workplan activities was also encouraging, however the goal of reaching a SMART workplan within the meeting was clearly a bridge too far but must be the priority.
50. The Secretary advised that the CNG proposal for scrutiny of growth on the present runway was considered, because it concerned issues far wider than noise management, to be out of scope for the NMB, but could therefore be considered by GATCOM. TC supported this approach, while CNG's disagree.
51. With that caveat, the NCF priorities and present workplan will be integrated by the co-Chairs and provided to the next meeting of the NCF so that their views can be sought, before discussion at NEX/2. NEX/1.1 Action 6
52. AF queried the timeline for a SMART workplan, JD said that a high-level SMART programme will be distributed in time for the public meeting in December, however it was an iterative process.
53. JD noted a number of the actions that had been agreed during the meeting and thanked all participants for coming with positive intent. Whilst there was more to come and more reflection on the CNG priorities to be done, it was a good start.

#### **Agenda item 5: AoB**

54. CL requested that all documents to be published by the NMB go through the Boards. JD responded that it was the co-Chairs decision, should they wish to publish any documentation. JD then asked the NEX for their views. No additional opinions were expressed.
55. GL advised that access to the NMB documentation on the file share site Box was currently divided, the NCF and the NEX have separate access rights. To help to ensure transparency,

arrangements were being put in place to enable NCF and NEX members to access all NMB documents, irrespectively.

56. JD closed the meeting and thanked all for coming with positive intent. JD would respond on the point about process having consulted GAL and co-Chairs.

<b>Schedule of NMB Meetings</b>	
Gatwick Airspace and NMB Public meeting	December 3 <sup>rd</sup> 2020
The NMB meeting schedule 2021 is not yet finalised	

## Attendance List NEX/1.1

<b>Affiliation</b>	<b>Member Representative</b>	
Air Navigation Solutions	Henry Game	(HG)
Airline Operators Committee	Hugh McConnellogue	(HM)
Gatwick Airport Limited	Andy Sinclair	(AS)
NATS	Ian Jopson	(IJ)
GATCOM Chair	Tom Crowley	(TC)
NaTMAG Chair	Lee Howes	(LH)
NCF Chair	Warren Morgan	(WM)
NCF CNG representative	Atholl Forbes	(AF)
NCF CNG representative	Charles Lloyd	(CL)
NCF Council representative	Ann Newton	(AN)
NCF Council representative	Liz Kitchen	(LK)
<b>Associate Members</b>		
Civil Aviation Authority	Mark Simmons	(MS)
Department for Transport	Ian Greene	(IG)
<b>Noise Management Board</b>		
NEX Chair	Jonathan Drew	(JD)
NEX Vice-Chair	Helyn Clack	(HC)
NEX Secretary	Graham Lake	(GL)
NMB Secretariat (GAL)	Laura Boccadamo	(LB)
<b>Observers</b>		
CAA	James Price	
ICCAN	Robert Light	
ICCAN	Stephen Cooke	

## Summary of Actions

<b><i>NEX/1.1</i></b>	<b><i>Action</i></b>	<b><i>Due</i></b>	<b><i>Responsible</i></b>
<i>ACTION 1</i>	Airline Noise Performance Table – GAL would endeavour to publish a Q4 2020 Table in the first quarter of 2021 and acknowledge that evolution of the Table should form part of this activity going forward.	<i>Q1 2021</i>	<i>GAL</i>
<i>ACTION 2</i>	HM agreed to review the airline procedures concerning scheduling and operation of night flights.	<i>NEX/2</i>	<i>EasyJet/AOC/HM</i>
<i>ACTION 3</i>	IJ agreed to investigate pre-pandemic work at NATS regarding the concept of noise cones, he undertook to investigate and report findings to the NEX.	<i>NEX/2</i>	<i>NATS/IJ</i>
<i>ACTION 4</i>	IJ agreed to investigate the impact of aircraft using other airports in the Gatwick area, referring particularly to aircraft using Farnborough and Shoreham airports.	<i>NEX/2</i>	<i>NATS/IJ</i>
<i>ACTION 5</i>	Utilise clarification of the FED as a basis to begin NMB discussions with FASI, and seek ICCAN engagement in assessing how the concentration of flights versus the alternative dispersal could be fairly achieved, noting that this is a national, rather than a Gatwick specific topic.	<i>NEX/2</i>	<i>NMB Secretariat</i>
<i>ACTION 6</i>	The NCF priorities and present workplan will be integrated by the Co-Chairs and provided to the next meeting of the NCF so that their views can be sought, before discussion at NEX/2.	<i>NCF/3</i>	<i>NMB Co-Chairs</i>

**Annex 1. Meeting Documentation NEX 1.1**

NEX/1.1	Agenda #	
		<b>INFORMATION PAPERS</b>
IP01		Meeting Documentation
IP02		Proposed Agenda
IP03		Workplan Report
IP04		NMB Terms of Reference
IP05		NMB Community Forum NCF-1 Minutes
IP06		NMB Community Forum NCF-2 Minutes
IP07		NMB Delivery Group NDG-2 Minutes
IP08		NDG Chair Presentation to NCF-2
IP09		Logical Framework Planning
IP10		NCF Member Feedback NMB workplan
IP11		ILS Joining Point data Q2 2020
IP12		2020 Traffic Distribution Heat Map
IP13		GAL CEO Report to GATCOM
IP14		GACC Summary of NCF proposed workplan priorities
IP15 <sup>3</sup>		Summary of NCF Workplan proposals for priorities and related NMB/NDG activity
		<b>EXTERNAL PAPERS</b>

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<sup>3</sup> NMB/1.1 IP15A was issued by the CNG members of NEX on October 29th, reflecting additional comments from Plane Justice