

Gatwick Airport Airspace and Noise Management Board Public Meeting 2020

Meeting Note

Thursday 3 December 2020, Zoom Webinar

The Airspace and Noise Management Board Public Meeting took place, virtually, in the format of a Zoom Webinar. Questions were received in advance and during the live presentations. Meeting notes from the presentations are provided below. The slides from the meeting are available [here](#).

Presentations

Tim Norwood, Gatwick's Chief Planning Officer, provided a business update.

- Passenger numbers during Q3 2020 were down approximately 85% compared to 2019, and there has been a similar drop in flights. Whilst fewer flights are being operated, the airlines which are flying are bringing back into service their quieter, more efficient aircraft first whilst noisier aircraft, such as the Boeing 747, have been withdrawn altogether in many cases.
- Gatwick have taken a number of steps to protect the business and jobs, including postponing capital investment projects, consolidating operations into the North Terminal and, regrettably, making reductions in staff numbers through a mixture of voluntary severance and compulsory redundancies.
- Gatwick are focused on the future. New revenue streams are being explored, including the introduction of a forecourt drop-off charge in 2021. Investment in the railway station project continues, and the airport plans to consult on the Northern Runway project in 2021 (this will be a statutory consultation process as part of the Development Consent Order application). In addition, the airport is working with stakeholders, including Government, to restore passenger confidence in travelling.

Andy Sinclair, Head of Noise and Airspace Strategy, provided an airspace update.

- Airspace use has changed: there have been far fewer flights; differences in departure flight profiles (with many aircraft climbing more quickly) and arrival flight profiles (more direct routings and no airborne holding); and the number of night flights has reduced.
- Despite the dramatic changes in traffic numbers Gatwick recognises the importance of noise management and therefore has, and will continue to, maintain its current noise management structures. Noise management activity continues and [Gatwick's 2019 Noise Exposure Contours](#) show a reduction in the noise footprint for 2019, the airport's busiest passenger year on record.
- Gatwick, like the other sponsors involved, has paused its part of the Government-led Airspace Modernisation programme. It is hoped that this work will re-start in the new year.
- The plan to withdraw the Route 4 satellite-based or RNAV1 Standard Instrument Departures (SIDs), as required by the Civil Aviation Authority, and simultaneously adjust the conventional Route 4 SIDs is on track for implementation 25 February 2021. Once these RNAV1 SIDs are removed, airlines will continue to fly Route 4 departures, predominantly with the track over the ground guided by their own satellite-based coded overlays of the published conventional SIDs.
- Gatwick continues to take forward an airspace change to re-introduce Route 4 RNAV1 SIDs at a future date.

The Independent Co-Chairs of the Noise Management Board (NMB) provided an update from the NMB.

- Graham Lake, Chair of the NMB Delivery Group (NDG) provided an overview of the structure and bodies involved in aviation noise management, from an international to a local level, and introduced the Noise Management Board.
- Warren Morgan, Chair of the NMB Community Forum (NCF), provided an overview of the formation of the NCF and the activity that has taken place during the year, which has been limited due to the pause of the NMB from March to July due to the impact of Covid-19.
- Jonathan Drew, Chair of the NMB Executive Board (NEX) reflected on the past year and noted the importance of the positive intent brought by stakeholders. The first NEX was delayed from March to October due to the impact of Covid-19, however in this time surgery meetings occurred. Following the October NEX meeting a draft logical framework workplan has been developed by the NMB Co-Chairs to discuss with all stakeholders.