

GATWICK AIRPORT NOISE MANAGEMENT BOARD
NEX-4

Wednesday 3rd November 2021 – Teams virtual meeting

Key Points & Actions

Points made by the NEX Chair

- Transparency and participation
 - i) The NEX Chair welcomed Members and Observers, advising that responding to feedback received, the NEX had been opened on a one-off pilot basis to allow all NMB stakeholders to observe the NEX if they were not NEX Members, The Chair said he would follow up with Members to take views on the success of the pilot with a view to extending Observers for all virtual NEX meetings.

- Membership
 - ii) The NEX Chair introduced new NEX Councillor Members, Councillor Lockwood of Tandridge District Council and, Councillor Bramhall of Reigate and Banstead.
 - iii) Apologies for absence received from NEX Members were noted.

- Agenda
 - i) Topics proposed by CNG Members of NEX were included within the agenda, no additional items of other business were proposed

Actions from previous NEX meetings

- NEX/1.1 Action 3

RC provided an overview of NATS work on their 'flyover cone' concept in which all aircraft present are represented using a heat map of total traffic. IG (DfT) advised that CAA have been asked to consider associated noise contours to 51dB to enable evaluation of the overlap between LCY and LHR airports. IG noted that there may be relevance for Gatwick and agreed a follow-on action to explore with CAA.

- NEX/1.1 Action 5
GL reported that GAL would describe how work on the definition of the FED concept is being used to inform FASI-S options development during the update to NEX on FASI-S airspace modernisation.
- NEX/3 Action 1
JP outlined easyJet use of airport slots at night and reported that charters are unusual, and the airline normally flexes capacity on scheduled routes to accommodate changes in demand. AS reported that noise abatement procedures are used both during the day and at night, emphasising that restrictions to night operations apply to all night flights.

Report by the NCF Chair

- The NCF Chair reported on the most recent NCF meeting. Full Minutes can be seen [here](#).
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Report by the NDG Chair

- Actual and Forecast Traffic Presentation
 - i) GL outlined the key points contained in NEX/4 IP03 document
 - ii) The number of flights in Europe forecast in Eurocontrol's mid-range scenario was now expected to recover to 2019 levels by the end of 2023 but there were still many risks to this including the pandemic and a frail economic recovery. Overall traffic remains 23% below the equivalent periods in 2019. The private jet market and the cargo market has grown which has led to some UK airports exceeding their 2019 flying activity levels, particularly; Farnborough, Biggin Hill and East Midlands.
 - iii) Gatwick remained at subdued levels of flying, at around 75% below 2019 activity during the day and more than 90% down on 2019 night flying activity.
 - iv) ACI Europe expects that passenger traffic will not recover to 2019 activity for its member airports before 2025.

- Work Plan Implementation

- i) GL briefed the NEX on the draft of the work plan implementation report, he advised that the NDG has met quarterly rather than monthly, given the resources constraints imposed on industry by the ongoing the pandemic, this has impacted the planned sequencing of NMB meetings. The work plan report would be published following the NDG/7 meeting scheduled on November 17th. The sequencing of NDG and NEX meetings disrupted in 2021, would be re-established in 2022. The key points and actions noted are:
 - a. PS (GATCOM) asked, given the delay to the proposed **RNN Trial**, whether the results would feed into FASI-S planning, AS confirmed that there remained a reasonable chance RNN would be used to inform FASI-S in 2023.
 - b. For new **Departure Noise Limits and Fines**, GAL confirmed that proposals developed in 2019 are included within the DCO consultation and can be found [here](#). CL requested further NMB discussion on the proposal. In line with the NMB Workplan GAL noted that the NMB would be engaged with on new departure noise limits and fines.
 - c. The **Low Noise Arrival Metric (LNAM)** awaits formalisation by CAA Publication before implementation can proceed. NEX expressed disappointment that implementation has been held up and formally tasked the **NEX Chair with applying pressure to CAA to expedite LNAM**. KB advised that Sustainable Aviation had also approached CAA on the same basis. NATS confirmed that their own pre-implementation analysis had been completed.
 - d. Study of the **Noise Abatement Procedure for the ILS Minimum Joining Point during the night**. The delivery partner had been appointed, two meetings of the technical Steering Group had taken place, a workshop with NMB members was scheduled for 23rd November.
 - e. In the discussion on **Growth and Noise**, GAL offered a briefing on **Noise Envelope** would be provided. It has since been confirmed that this will take place on Thursday 18 November 2021, 14:00-16:00 and invitations have been sent out.
 - f. Following a proposal from EasyJet, GL advised that the potential for noise reduction by reduced use of **aircraft speed brakes** was being explored by the NDG. When information on potential options and impacts had been

identified, NEX would be provided with further information and any associated recommendations.

FASI-S update

- AS provided an update on the Future Airspace Strategy Implementation – South (FASI-S), Gatwick had restarted its Airspace Change Process (ACP-2018-60) at Stage 2 phase - *Develop & Assess: Phase 2A Options Development*, which was now underway.
 - i) The Airspace Change Organising Group (ACOG) was helping to coordinate the overall programme, some of its content, and its delivery across all of the airspace change sponsors. ACOG was developing the Airspace Modernisation Masterplan. PS reported that the latest information provided by ACOG was very helpful and had provided NMB with a link to the One Sky One Plan report: <https://www.acog.aero/one-sky-one-plan-report/>
 - ii) CL expressed concern that the new technology might not be able to handle respite vs dispersal and wondered whether modernisation is the best way forward and whether the capabilities of the technologies will enable full assessment of options. AS confirmed that the ACP would allow respite to be considered and suggested that follow on work from the FED study was likely, possibly including a FED- type tool to support ACP work for all airports. AS intended to approach CAA to seek support for such work. GL advised that Airspace Modernisation was a global initiative already underway and yielding efficiency and environmental benefits, including the Single European Sky programme, of which the UK was just one part. <https://www.atmmasterplan.eu/exec/overview>

CNG Proposed Topics

- Night Flights Reductions

AF introduced the topic indicating that from a CNG noise perspective, there was broad agreement that night flights are the most disruptive. LL reported that in her view night flights had become a big issue following the pandemic - more sensitivity to noise. Communities were happy for the airport to grow so long as aircraft didn't fly during the night.

- i) IG confirmed that the movement and Quota Count (QC) would remain the same for the next 3 years. QC4 aircraft would be removed. This was based on a 'health vs economic benefits' assessment. Heathrow had decided not to schedule arrivals

before 04:30 (2300-0430). Departures were allowed after 06:00. This was set a number of years ago and Gatwick would not be able to do the same today. However, IG confirmed that rules around voluntary restrictions/limits were welcomed now, provided that all parties are in agreement.

- ii) AS – explained that airport slots were managed independently by ACL Ltd. (see NMB/7 IP17 ACL presentation). The internationally agreed slot rules were currently suspended by government agreement until the end of the current winter season. These rules were expected to resume in summer 2022 (tbc).
- iii) GAL advised that a number of initiatives were intended to improve on time performance and to reduce delay slippage into the shoulder and night periods (See Noise Action Plan¹). This included Time Based Separation, which was evaluated as a recommendation of the Arrivals Review and was now being implemented by GAL and NATS. JD said that a briefing on this was noted in the NMB Workplan additional note.
- iv) HC - a number of years ago GAL offered a ban on night flights so long as the second runway was approved. What has changed today which meant that this could no longer happen? IG advised that any such initiative would have to follow due process.
- v) A wide range of views were shared, CNG Members sought fewer night flights and asked industry to propose how this could be achieved, while GAL, easyJet and DfT set out the current traffic situation, and the economic and legal practicalities of achieving any change within those constraints. PS referred to similar considerations at GATCOM, which took time to develop a balanced response to the issue. PS asked if DfT were exploring the points raised by GATCOM in their report. IG confirmed DfT were looking at the points raised, likely to be implemented post-2025.
- vi) JD acknowledged the CNG request and the associated complexity set out by GAL and Airlines, as well as the DfT timescales, noting that there was not a lot of appetite around the table to progress this request. He agreed to share the NEX concerns with both the AOC and GATCOM.
- vii) HC wanted to understand what would have to happen for the reduction of night flights to be addressed/progressed/actioned,

¹ [adopted-end-nap-2019---2024.pdf \(gatwickairport.com\)](#)

recognising that more progress would be welcomed by residents. HC proposed that the NDG should look into it. GL suggested that Industry views were likely to align with regulation/legislation, but agreed that it was worthwhile to investigate the topics further and to identify what additional steps might be possible. GL noted that, given the complexities, it might take time to revert to the NEX. The NEX agreed that the NDG would take on a formal exploration of and response to the CNG proposal.

- Noise Envelope Proposals

CL introduced the topic, noting deep concern over the approach to developing noise envelope proposals for Gatwick, and suggesting that similar proposals for Luton and Heathrow had been more thorough and inclusive.

- i) AS reported that Noise Envelopes were not commonplace, the process was immature. However, GAL had followed the DCO process and was happy to offer the opportunity to NMB stakeholders to sit with the DCO team and discuss. Noting that this must take place before the DCO closure date (1 Dec). Feedback would be consolidated and reviewed. GAL would follow the legal processes.
- ii) Further discussion about the need for greater understanding and engagement on Noise Envelopes led to an action for GAL to arrange a briefing for NMB, GATCOM and NaTMAG members, since confirmed for November 18th.
- iii) Noting the importance and welcome nature of the Noise Envelope proposal, the NEX Chair asked AS to reflect further about how to engage with NMB stakeholders on the Noise Envelope following the DCO consultation closure on the consultation results and before the application was made. AS promised to do this.

- Improving Work Plan Delivery

Noting that NEX had already exceeded its scheduled time, the Chair proposed that CL/AF write their views and objectives on this topic and send them to the Chair and Secretary, in order that there be a write around, seeking NEX views.

- Closing

The NEX Chair noted that this was the end of the current term of service for the 2 CNG representatives. He would, via the NMB Secretariat, write shortly to outline the process for choosing 2022's CNG representatives on the NEX.

Summary of Actions

<i>NEX/4</i>	<i>Action</i>	<i>Due</i>	<i>Responsible</i>
<i>Action 1</i>	NEX Member Feedback on Observer pilot	<i>December</i>	<i>NEX Members</i>
<i>Action 2</i>	Explore with CAA whether the Noise Cone work related to LHR/LCY noise impacts has relevance for Gatwick	<i>NEX/5</i>	<i>DfT</i>
<i>Action 3</i>	<i>Lobby CAA to expedite publication of LNAM CAP</i>	<i>December</i>	<i>NEX Chair</i>
<i>Action 4</i>	Following the NEX Chair's sharing the CNG night flights reduction request with AOC and GATCOM, the NEX Chair to convey NEX concerns to AOC and GATCOM.	<i>January</i>	<i>NEX Chair</i>
<i>Action 5</i>	Investigate and report findings on topics related to CNG proposals to reduce night flights beyond existing restrictions	<i>NEX/5</i>	<i>NDG Chair</i>
<i>Action 6</i>	CL/AF write their views and objectives on improving work plan delivery, and, send them to the NEX Chair and Secretary, in order that there be a write around, seeking NEX views.	<i>December</i>	<i>CNG reps</i>

NEX/4 Attendees

Name	Organisation
Jonny Petts	easyJet
Vicki Hughes	ANS
Paula Street	GATCOM
Warren Morgan	NCF Chair
Atholl Forbes	CF CNG Member #1, PAGNE
Charles Lloyd	NCF CNG Member #2, GACC
Andy Sinclair	Gatwick Airport Limited
Katie Baker	Egis
Ian Greene	DfT
Robin Clarke	NATS
Jonathan Drew	NEX Chair
Graham Lake	NMB Secretary
Laura Boccadamo	NCF Secretary
Helyn Clack	NEX Vice Chair
Liz Lockwood	Tandridge District Council

Apologies

Name	Organisation
Mark Simmons	CAA
Tim Norwood	GAL
Tom Crowley	GATCOM
Lee Howes	NaTMAG
Ian Jopson	NATS
Councillor Bramhall	Reigate & Banstead

Observers

Name	Organisation
Steve Mitchell	Mitchell Environmental
No Name Provided	CAGNE
Andrew Burke	NATS
Ruud Ummels	NCF Vice Chair
Chris Leyland	CAGNE Forum
Angus Stewart	TWAANG

Future Meetings.

NDG/7	17th November 2021
NMB Public Meeting	2nd December 2021
NCF/6	27 th January 2022
NEX/5	9 th March 2022

ILS MJP Study

	Meeting	Date
1	ILS TSG_2	17 Nov 21
2	ILS Workshop	23 Nov 21
3	ILS TSG_3	16 Dec 21
4	NMB briefing (Final report)	20 Jan 22

FED Study

	Meeting	Date
1	FED TSG_3	24 Nov 21
2	FED Workshop	7 Dec 21
3	FED TSG_4	9 Dec 21
4	NMB briefing (Final report)	27 Jan 22