

**GATWICK AIRPORT NOISE MANAGEMENT BOARD**  
**NEX-3**

**Tuesday 15 June 2021 – Zoom virtual meeting**

**Key Points & Actions**

**Actions from previous NEX meetings**

- **NEX 1 Action 2**  
JP reported that the trialling of a voluntary night ban period for airlines in the AOC was not an action that would be undertaken by an individual or group of airlines. The volunteering not to fly in a period by one airline, could result in other airlines operating in the period in its place, making any restriction ineffective and penalising for the participating airline(s). It was also a reality that with sustained very low levels of flying that the industry was experiencing no operator could responsibly volunteer to further reduce the opportunity to fly. The subject of night scheduling bans was covered in the ongoing Night Flight consultation being conducted by the DFT and, if the decision was to have a fixed period of no scheduled operations, an airport wide (not operator specific) restriction would be the only way of achieving the desired effect.
- **NEX/1.1 Action 3**  
GL reported that NATS had continued to work on this and would report on further progress at NEX/4.
- **NEX/1.1 Action 5**  
GL explained this would result from the output of the proposed FED study in Q3/Q4 of this year and hence was also carried forward to NEX/4.
- **NEX/2 Actions 1-3**  
GL reported *Actions 1 & 3* concerned Workplan progress planning for FED, minimum ILS Joining Point at Night and Land Use Planning and were complete. Steering Groups for the proposed FED and ILS Joining Point at night study have been confirmed and a governance document (TOR) was in preparation and would soon be distributed to NEX Members.  
GL explained *Action 2* concerned forming project plans. These were complete for Departure Noise Limits and Fines; Landing Gear Noise Study and RNN and were published for all NMB members on the Box file share site. The latter two projects would

require air traffic levels significantly above those currently seen at Gatwick to enable the work to yield statistically viable information.

### **Points made by the NEX Chair**

- Membership
  - i) Cllr Liz Kitchen had stood down from West Sussex County Council – and hence had resigned from the NEX and the NCF. Cllr Catherine Rankin had stood down from Kent County Council and had resigned from the NCF. The NMB hoped these and a number of other councils, where there had been local elections, would nominate new representatives to the NCF over the next few weeks, and would try to run the selection process for Cllr Kitchen's replacement on the NEX ahead of the next NCF meeting.
  - ii) Jonny Petts (easyJet) would be the new airlines NEX representative.
- Interdependencies. The NMB workplan had a number of interdependencies. The success of some workplan items partly depended on other workplan items. Sufficient traffic levels were required for some workplan items to proceed (for example, RNN; Growth and Noise; Landing Gear Noise Study). The availability of resources, both manpower and financial, was also impacting the ability to progress projects with some stakeholders, who have been obliged to adjust prior plans to address priority pandemic related obligations.
- Standing agenda items. Standing agenda items for NEX meetings would be: a report from the NCF Chair on key NCF points; a report from the NDG Chair on Workplan progress; and a FASI-S update.

### **Report by the NCF Chair**

- NCF/4 (11 May 2021). There were two key parts to the most recent NCF meeting: i) a briefing from Gatwick Airport Limited on the aircraft noise charges levied by Gatwick Airport. GAL had undertaken to inform the NMB of any proposals to change in a transparent manner and would look for any feedback to be channelled through the NMB. GAL was not currently planning to consult airlines on further changes to the structure of noise charges. However, as with all aspects of the charging structure, GAL would keep this under regular review. ii) Forum Vice Chair Ruud Ummels, led a discuss on the two workplan items and technical Steering Groups on Fair and Equitable Distribution (FED) and the Review of the noise abatement procedure for the

Instrument Landing System (ILS) minimum joining point during the night. RU is representing the NCF on these Technical Steering Groups.

- NCF/5 (15 September 2021). The next NCF meeting was currently expected to feature an item on the Development Consent Order process relating to Gatwick's proposals to bring the existing Northern runway at the airport into routine use, subject to timings and other issues that might arise.

## **Report by the NDG Chair**

### FED and minimum ILS joining point at night Workplan items

- Objectives for the FED and minimum ILS joining point at night studies had been developed, with contributions from NMB members through their representatives (RU had led NCF contributions, GL had led NDG contributions). All NMB members had now seen these draft and been invited to comment further/propose changes. These objectives would be taken forward by the 2 technical Steering Groups (formed in both cases with an NCF Rep, an NDG Rep, GAL as NMB sponsors and with the Chair of the NDG as Chair)
- Terms of Reference (TORs) for both technical Steering Groups would be circulated via BOX and examined, with a view to adoption by general consensus, at an ad-hoc meeting of the NEX on 28 June, called to ensure both studies can progress quickly so as to aim for inclusion in the FASI-S options appraisal process (subject to the results).
- CNG Representatives expressed a desire for greater involvement in the development of the FED study objectives, which they felt had not reflected the scope desired by CNGs. GL acknowledged the CNG proposals, noting that the purpose of the FED study was to undertake independent assessment of FED concepts to help inform NMB Stakeholder discussions how to determine what are the FED concepts, not specifically where routes should be proposed. GL indicated that the additional objectives sought by CNG will be addressed later in the FASI-S process. AS confirmed that most of the additional CNG proposals including options analysis will be addressed as part of the airspace change process mandated by CAA for FASI-S.
- GL confirmed all technical steering group meetings would be open to all NMB members as observers.

### Low Noise Arrivals Metric Workplan item

- Katie Baker, Egis, provided an overview of the Low Noise Arrivals Metric (presentation annexed). The metric aimed to complement the current DCO definition and provide an additional performance target for airlines. The metric was developed by the CAA's Environmental Research Consultancy Department (ERCD) with support from NATS and overseen by Sustainable Aviation (SA). Three LNAM categories have been defined as A, B, and C, which represent different profiles for CDO compliant flights with different noise performance. Validation undertaken by Egis confirmed that Category A aircraft are quieter than Category B, which are quieter than Category C. A report from the CAA defining the metric is due for publication over the summer. A sub-group of SA are considering the necessary steps for deployment of the metric for operational use.

## Night Flights

- Night flights: In discussion on NEX/1.1 Action 2 (see above under Actions from previous NEX meetings), AF queried why night flights on 29/30 May to support the return of Champions League fans could not be scheduled during the day. JP noted that this might need to be raised through the DfT or GATCOM.
- **Action: JP (easyJet) agreed to investigate why charter flights, such as those returning from football matches, are scheduled during the night and not the day.**

## Overview of the current traffic situation and trends at Gatwick and beyond (GL provided on behalf of NATS who were absent with apologies)

- Since 1 March 2020 the UK had "lost" 2.0 million flights, with a weekly average now of 1,859 daily flights or -72% vs 2019 (7-day average). The number of flights in 2021 was forecast to reach 42% of 2019, and 72% in 2022. The busiest UK airport currently was Heathrow with 429 average daily flights, Gatwick was averaging 123 daily flights, 86% below the same week in 2019.
- Eurocontrol had recently published three revised forecast recovery profiles regarding the numbers of flights in using European airspace (including UK):
  - i) An optimistic Scenario 1, indicating recovery to 2019 levels in 2024
  - ii) A most likely Scenario 2, indicating recovery by the end of 2026
  - iii) A pessimistic Scenario 3, indicating recovery by 2029.

## FASI-S process update

- Context. AS provided a process update. The uncertainty surrounding the impact of COVID-19 meant that the programme for airspace modernisation, including FASI-South, had been paused since March 2020 while the various airspace change sponsors, including GAL, considered the effects of COVID-19 and adapted plans accordingly. The Department for Transport (DfT), the co-sponsor with the Civil Aviation Authority (CAA) for the programme, had announced it would provide financial support for the next stage of the airspace change process. This would allow airports and air traffic service providers to re-start their airspace change projects. Gatwick would be re-starting its ACP (ACP-2018-60) at Stage 2 *Develop & Assess: 2A Options Development and 2B Options Appraisal*.
- ACOG and the Masterplan. The Airspace Change Organising Group (ACOG) would be helping to coordinate the overall programme, some of its content and its delivery across all of the airspace change sponsors. Progress of these projects was dependent upon the Airspace Modernisation Masterplan - responsibility for which resided with the ACOG and CAA - iteration 2 of which will be developed through 2021. The Masterplan was a high-level co-ordinated implementation plan that identified the individual and interdependent Airspace Change Proposals that should be developed to deliver the range of benefits described in the Airspace Modernisation Strategy (CAP 1711). ACOG would be briefing stakeholders (including ACCs and the national Airports Communities Forum) on the Airspace Modernisation Masterplan over the coming weeks. ACOG would be working with airports and NATS to develop the next iteration, which they plan to submit to the CAA later this year for adoption.
- Gatwick FASI-South ACP 2018-60. Gatwick had received approval from the CAA to re-start ACP 2018-60 and the CAA Airspace Change Portal was updated to reflect the change of status to 'In Progress' on 21 May. Since approval GAL had been putting in place the technical resource to take forward the ACP. Gatwick had organised an NMB/NaTMAG FASI-South Workshop on 24 June 2021 to support engagement with local stakeholders.

## AOB

- Aircraft noise changes. CL indicated that communities would like to see night flights priced at a premium and suggested that GAL should carry out work locally to understand periods of the greatest sensitivity during the night and to understand the external costs imposed on communities. TN noted that the charges were set to send the appropriate pricing signals and suggested that research into the most sensitive periods and the external costs (and the significant economic benefits) of night flights should be conducted by the DfT, as these were national issues. CL suggested that night flights should cost more as a matter of principle, and that the airport should account for externalities, not the DfT. IG explained that the cost benefits of night flights formed part of the current night flights consultation. There was not much evidence regarding the most sensitive times of the night and this would be examined by the DfT, together with ICCAN, through the planned Survey of Noise Attitudes. IG noted that the intention was to look at health as well as annoyance impacts. Sufficient traffic would be required to have sufficient data to make the study effective.
- Noise Communications Protocol proposed by NEX CNG representatives. The Chair noted GAL had responded in writing to the proposal. AS and TN explained GAL did not see the need for a protocol; the majority of points proposed were covered by reporting mechanisms already in place and the additional purpose of the proposed protocol was unclear. GAL would continue to follow the correct reporting procedure for each project, in line with requirements. For FASI-S, GAL would be guided by CAP1616. CL and AF made clear their disappointment at this response.

### 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>
<b><i>ACTION 3</i></b>	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.	<b><i>NEX/4</i></b>	<b><i>NATS/IJ</i></b>
<b><i>ACTION 5</i></b>	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.	<b><i>NEX/4</i></b>	<b><i>NMB Secretariat</i></b>
<b><i>NEX/3</i></b>	<b><i>Action</i></b>	<b><i>Due</i></b>	<b><i>Responsible</i></b>
<b><i>ACTION 1</i></b>	JP (easyJet) to investigate why charter flights, such as those returning from football matches are scheduled during the night and not the day.	<b><i>NEX/4</i></b>	<b><i>EZY</i></b>

## NEX/3 Attendees

Name	Organisation
Jonny Petts	easyJet
Victor Gosling	ANS
Tom Crowley	GATCOM
Lee Howes	NaTMAG
Warren Morgan	NCF Chair
James Webster	NCF Council Member #2, Wealden District Council
Atholl Forbes	CF CNG Member #1, PAGNE
Charles Lloyd	NCF CNG Member #2, GACC
Tim Norwood	Gatwick Airport Limited
Andy Sinclair	Gatwick Airport Limited
Katie Baker	Egis
Mark Simmons	CAA
Ian Greene	DfT
Jonathan Drew	NEX Chair
Graham Lake	NMB Secretary
Laura Boccadamo	NCF Secretary
Helyn Clack	NEX Vice Chair
Jannik Post	NMB Secretariat Support

## Apologies

Name	Organisation
Ian Jopson	NATS
Cllr Ann Newton	Wealden District Council

## Future NMB Meetings

Meeting	Date
NDG-6	27 July 2021
NCF-5	15 September 2021
NEX-4	3 November 2021

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NDG-7

7 November 2021

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NMB Public Meeting

2 December 2021

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