

GATWICK AIRPORT NOISE MANAGEMENT BOARD

COMMUNITY FORUM (NCF-4)

Tuesday 11 May 2021 – Zoom virtual meeting

Key Points and Actions

1. Welcome and Introductions

The NCF Chair welcomed participants to the meeting. Part 1 of the meeting comprised a briefing on Airline Noise Charges from Nathan Smeaton of Gatwick Airport, for which NaTMAG members were invited to attend. Liz Kitchen has stepped down from West Sussex County Council, and therefore will no longer be a member of the Noise Management Board (NMB). The NCF Chair thanked Liz for her contribution to the Board.

2. Actions from NCF-3

Action - NCF/01/03: The NCF Chair read an update from GAL on the Future Airspace Strategy Implementation – South (FASI-S).

The programme for airspace modernisation, including FASI-South in the south of the UK and in which Gatwick is an element of the programme, has been paused due to the impact of COVID-19 on the aviation industry. The Department for Transport (DfT), the co-sponsor with the Civil Aviation Authority (CAA) for the programme, has announced it will provide financial support for the next stage of the airspace change process. This will allow airports and air traffic service providers to re-start their airspace change projects in partnership with the Airspace Change Organising Group (ACOG) which will be helping to coordinate the process.

The process for each airspace change sponsor to secure the necessary funding to re-start has been developed by the CAA and Gatwick is in the final stages of securing its apportionment of the grant. Simultaneously, Gatwick has initiated a separate process with the CAA to restart its airspace change (ACP ACP-2018-60). Once the funding is in place and the CAA has agreed that Gatwick may re-start its airspace change, Gatwick will put in place the necessary arrangements to commence engagement with stakeholders, including an NMB workshop. Given the progress so far it is expected that a workshop will be scheduled before the end of June 2021.

3. Gatwick Airport Aircraft Noise Charges

Following a request by the NMB and NaTMAG, Nathan Smeaton (Gatwick Airport Limited) provided a briefing on the aircraft noise charges levied by Gatwick Airport as set out in Appendix I to Schedule 1 of GAL's Conditions of Use¹.

GAL's view is that while most aspects of GAL's commercial affairs (including charge structures) lie outside the remit of the NMB, the NMB should have the opportunity to consider and express views on charging structures insofar as these have an influence on noise from operations at Gatwick.

UK aviation policy and the setting of noise related restrictions for airports designated for the purposes of noise management is the responsibility of the Department for Transport (DfT). The Civil Aviation Authority (CAA), the UK's independent aviation sector regulator, is responsible for enforcing the Airport Charges Regulations 2011 (ACR) and for issuing licenses to airport operators which satisfy all components of the market power test. The ACR establish a common framework by which airports consult their airline customers about airport charges, service level agreements and major infrastructure projects; GAL is required to consult annually with its airline customers on its airport charges. The CAA's most recent market power assessment concluded that GAL satisfied all components of the market power test and the CAA has therefore issued a licence to GAL; this licence includes GAL's commitments to airlines in relation to price, service and investment. While the overall level of revenue per passenger that GAL can recover from airport charges is capped by its price commitment, GAL has discretion on the structure of its airport charges. GAL has used this discretion to levy aircraft noise charges; these charges do not generate additional profit for GAL and are designed to incentivise the use of aircraft with the best noise performance to serve the markets for which there is demand, not to reduce demand.

GAL undertook a comprehensive review of its aircraft noise charge framework in 2015 and 2016. Changes to the structure of noise charges were gradually implemented from 2017 through to 2021. Pricing signals are particularly strong – and have been progressively strengthened – during the sensitive night period. In 2018 GAL introduced a higher noise charge to address a known issue with noise disturbance caused by A320 family aircraft without the fuel over pressure protector (FOPP) modification. In recent years, GAL has experienced (i) an increase in the proportion of aircraft movements in the best noise charge category (Chapter 14 Minus), particularly during the sensitive night period and (ii) a reduction in the number of visits by aircraft without the FOPP modification. GAL considers that its noise charge structure is consistent with Government policy on night flights and consistent with the CAA's good practice principles in relation to noise charges, as set out in CAP 1119 and CAP 1576.

In the context of the above, GAL is not currently planning to consult on further changes to the structure of noise charges. However, as with all aspects of the charging structure, GAL will keep this under regular review to ensure that pricing signals remain appropriate and consistent with any updates to policies, directives and /or good practice principles issued by the DfT or CAA.

To the extent that GAL consults on further changes to the structure of aircraft noise charges, GAL undertakes to inform the NMB of such proposals in a transparent manner and would look for any feedback to be channelled through the NMB. A single response from the NMB on such matters is

¹ The Noise Supplements set out under paragraph 2.2.9 in GAL's Conditions of Use were not included under the scope of charges covered in the briefing. Paragraph 2.2.9 states that aircraft departures which infringe noise thresholds or aircraft of Operators that flagrantly or persistently fail to operate in accordance with NPRs prescribed for the airport, both as measured by the noise and track monitoring system operated by Gatwick Airport Limited, may be subject to supplemental charges. The Gatwick Airport Environmental Noise Directive Noise Action Plan Action 26 states a commitment to work with airlines and noise governance groups to explore the feasibility of introducing supplementary charges for aircraft departures which persistently fail to operate in accordance with Noise Preferential Routes prescribed for the airport as measured by the noise and track monitoring system operated by Gatwick Airport Ltd, with all such monies passed to the Gatwick Airport Community Trust. There are currently no airlines who persistently fail to operate in accordance with NPRs. The GAL Airspace Office does follow up with some airlines that have not followed an NPR on departure to understand why a non-compliance may have occurred.

requested, though this could reflect multiple views if a consensus position cannot not be reached. GAL will always seek to give full consideration to the views expressed by the NMB but wishes to reiterate that subject to conforming with policies, regulations and directives issued by the DfT or CAA, the final decision on issues relating to airport charges at Gatwick rests with GAL.

4. NMB Workplan Discussion: Review of noise abatement procedure for the Instrument Landing System (ILS) minimum joining point during the night; and Examine Fair and Equitable Dispersal.

The NCF Chair reiterated the process by which NCF members can feed into the technical Steering Groups for the following workplan studies: Review of noise abatement procedure for the Instrument Landing System (ILS) minimum joining point during the night; and Examine Fair and Equitable Dispersal. RU, the NCF Vice Chair and Independent Technical Advisor to the NCF, has been appointed by the NCF Chair as the representative for the forum. The NDG Chair has produced study objectives documents on both topics for discussion; these had previously been circulated to NCF members by RU. RU thanked the community noise action groups who had provided input prior to the meeting and welcomed further discussion by all NCF members during the meeting.

Governance

- Role of technical Steering Groups. Technical Steering Groups will be established to oversee the delivery of the above studies in accordance with an agreed Terms of Reference.
- Membership of technical Steering Groups. Each technical Steering Group will comprise: the NDG Chair; an NDG technical representative; a representative of the sponsor (GAL); and a representative of the NCF (RU).
- Format. Technical Steering Group meetings will be held online and observers from the NMB will be welcome.

Discussion on the study objectives documents

- General Points Noted.
 - i) The activity in the workplan is to undertake studies of these topics, not to undertake airspace change proposals. The outcome of the studies will be a report; the Steering Groups will not take decisions on the implementation of any recommendations.
 - ii) The Government's Green Paper, Aviation 2050, refers to reducing "total adverse effects on health and quality of life from aviation noise", not solely the number of people impacted.
 - iii) The technical nature of the topics, combined with the timeframe for comments, meant some councils and parish councils did not have sufficient time to comment. RU noted that he will continue to welcome input from NCF members throughout the duration of the Steering Groups.
 - iv) The studies should identify theoretical but realistic alternatives and the resultant impacts.
- Review of noise abatement procedure for the Instrument Landing System (ILS) minimum joining point during the night.
 - Context. Feedback from community noise action groups on a potential for conflict with the Government's current consultation on night flights had been put forward

prior to the meeting. CAGNE noted that it did not support the study, which RU reminded was proposed by NMB Community Forum members and adopted following a process that involved all members in creating a prioritised workplan.

- Scope. As set out in the adopted workplan, the purpose of the study is to focus on the noise abatement procedure for the ILS minimum joining point during the night. The day time joining point is not part of the scope. Some community noise action groups suggested that the population impacted should be considered. Some community noise action groups suggested that the measurement and reporting of the study should include all areas experiencing noise levels above those recommended by the World Health Organisation (i.e. average night noise exposure of 40 dB Lnight, or equivalent).
- Examine Fair and Equitable Dispersal (FED).
 - i) Delivery body. The suitability of an academic body was queried, with preference expressed by some for a technical body with local knowledge of the area. GAL, as sponsor, will be appointing the delivery body.
 - ii) Scope. CAGNE suggested that the scope of the study should consider departures as well as arrivals. TWANSG suggested that FED as a marginal concept should be considered, not as maximum dispersal. The population impacted and the principle that no new areas should be overflowed were also discussed. RU noted that the intention of the study is to help inform opinions on the above.
 - iii) Other points noted. CAGNE are undertaking a survey of FED and will share the results.

Next steps

- The views of the NCF on the study objectives documents will be put forward via RU. The study objectives will be developed based on the collective input received and will form the scope of works for the studies.
- As set out above, RU noted that he will continue to welcome input from NCF members throughout the duration of the Steering Groups.

A.O.B

Future NCF meetings held virtually will use the Microsoft Teams platform.

Actions

Action	Description	Responsibility	Status	Comments
NCF/01/03	NCF Chair to investigate plans for consultation regarding FASI-South, in particular how and when CNGs and Councils are expected to be engaged and/or consulted	NCF Chair	Closed	The NCF Chair provided an update from GAL regarding the FASI-South programme.

Attendees

Name	Organisation
Matt Boughton	Tonbridge and Malling Borough Council
Liz Lockwood	Tandridge District Council
Caroline Salmon	Mole Valley District Council
Sally Pavey	CAGNE
Jim Blackmore	CAGNE Forum
Martin Barraud	GON
Charles Lloyd	GACC
Atholl Forbes	PAGNE
Nick Eva	Plane Justice
Angus Stewart	TWAANG
James Lee	TWANSG
Ian Hare	APCAG
Warren Morgan	NCF Chair
Ruud Ummels	NCF Vice Chair
Laura Boccadamo	NCF Secretary
Tara Whittaker	NCF Secretary Support
Graham Lake*	NDG Chair
Jonathan Drew*	NEX Chair
David Howden*	TWANSG
Simon Henley*	ICCAN

* Observing

GAL Noise Charges Briefing Only

Mark Simmons	Civil Aviation Authority
John Cookson (Airspace Regulator – Environment)	Civil Aviation Authority
Tom Joyce (Airspace Regulator – Environment)	Civil Aviation Authority

Ian Greene	Department for Transport
Paula Street	GATCOM
Alan Jones	NaTMAG
Liz Kitchen	NaTMAG
Adam Dracott	NaTMAG
Nathan Smeaton	GAL
Laura Meeten	GAL

Apologies

Name	Organisation
Ed Winter	Plane Wrong
Ann Newton	Wealden District Council

Future NMB Meetings

Meeting	Date
NEX Meeting 3	15 June 2021
NCF Meeting 5	15 September 2021
NEX Meeting 4	3 November 2021
Gatwick Airspace and NMB Public Meeting	2 December 2021