

GATWICK AIRPORT NOISE MANAGEMENT BOARD
NEX-2

Wednesday 10 March 2021 – Zoom virtual meeting

Key Points & Actions

Key Decisions taken:

- **The NMB Workplan (with further changes) was adopted without opposition (Annex 1)**
- **The priorities for the NDG as set out through the Workplan should be implemented.**
- **Minutes would be replaced by Key Points & Actions and the record agreed by email exchange to save time. Actions would be reviewed at the start of each NEX meeting.**

Minutes & Actions from NEX1.1

- **Actions 1, 4 and 6 from NEX-1.1 were completed and closed.**
- **Actions 2, 3 and 5 were still on-going and would be carried forward. Particular emphasis was placed on the work going on around Action 2.**
- **Following incorporation of some minor amendments the Draft Minutes of NEX-1.1 were agreed.**

NMB Workplan

Amendments were incorporated into the Workplan as follows

- **New departure noise limits and fines:**
 - i) **GAL agreed to remove reference to the DCO and noted that the consultation mechanism of the DCO could be used to seek views. GAL committed to consider consulting on this in Q3 2021 as part of the DCO process.**
 - ii) **The DfT explained the process for introducing new fines, including the need for Secretary of State approval. After further discussions around timelines from CNGs, GAL noted that 2024 was currently in the Noise**

Action Plan and said it would seek to complete the task earlier than 2024 if feasible.

- Airline Noise Performance Table. The table of Noise Performance is used to determine the GAL priorities for airline engagement, targeting the poorest performing operators – the outliers, which in turn is intended to lead to measured and stepped improvements in noise performance. Engagement with airlines receiving red and amber ratings in the Airline Noise Performance Table will be prioritised. The target indicators will include a step change improvement for these outlier airlines.
- Growth and Noise. Reflecting the profound traffic downturn and difficulty in predicting the rate of airline/airport recovery from the pandemic, NEX agreed to undertake a review of this as a milestone in Q3 2021. CNGs expressed the hope that an objective reflecting wording proposed at NMB/9 could be identified in due course.

Other actions agreed/ points noted:

- Airline Noise Performance Table. The blog on GAL's website links to the 'Noise Reports' page of the website. GAL agreed to update the link so that it takes the user to the Q4 2020 table.
- Reduced Night Flight Noise.
 - i) easyJet agreed to consult the AOC regarding Action 2 of NEX-1.1, which it was agreed should be broadened to include more carriers than EZY. NEX Chair would discuss with easyJet whether this should feature as a side note on the workplan.
 - ii) The RNN trial would go forward subject to availability of sufficient traffic levels and FASI-S funding. The RNN trial would not change the existing minimum ILS night-time joining points.
 - iii) CNG representatives highlighted that a reduction in the number of near-term night flight numbers is the priority for all noise groups and although GAL responded setting out a number of matters, the CNGs expressed disappointment that GAL was not taking this forward, given it was not addressed by the government's night flights consultation.
- Financial incentives for less noisy aircraft. NEX agreed that any innovations which incentivise use of quieter aircraft, that were identified or emerging, including at a national level, should be considered for potential inclusion in the NMB workplan. GAL agreed to provide an updated briefing to the NMB on financial incentives, including any

regulatory requirements, GAL would seek the participation in the briefing of the other organisations involved in organising and setting these incentives (eg. HMG policy makers).

- Improve departure continuous climb. NATS reassured that optimised climb profiles would continue to be pursued notwithstanding the outstanding FASI-S developments that would facilitate this.
- Agree and routinely use noise metrics. CL agreed to circulate a draft protocol from CNGs on noise metrics to the NDG ahead of its next meeting.
- Land Use Planning and noise. A steering group was discussed as a first step to scope out the work. ICCAN have offered to support this process. HC expressed an interest in being involved. TC advised that Crawley Borough Council had undertaken work in this area and suggested a conversation with their Head of Planning.
- Other Points Noted.
 - i) WM briefed the NEX on written comments regarding the proposed Workplan provided by CAGNE. TN advised that the planned RNN trial would proceed subject to receipt of the FASI-S programme receiving Government funding, and that the trial did not include the moving of the required minimum ILS joining point in the night period.
 - ii) The NEX Chair emphasised that the Workplan should be seen as iterative and open to changes in the future.

Overview of current traffic situation and trends at Gatwick and beyond

TN provided an overview of the current traffic situation at Gatwick Airport. In 2020, passenger numbers were 78.2% down (from 46.6 million to 10.2 million) and air transport movements (ATM) were 72.8% down (from 281,000 to around 76,000) compared to 2019. The airport remained open throughout 2020, though moved to a single terminal operation. There had been a significant reduction in capital expenditure. Operational expenditure had also reduced, and Gatwick Airport Limited had reduced the number of people it employed by over 45% (previously nearly 3,300 to just over 1,800). In February 2021 there were around 10-15 flights a day. Future forecasts would depend on how quickly HMG and other Government's measures to restrict international travel were relaxed.

GL provided an overview of key reports from Eurocontrol¹ and ICAO² figures regarding the recovery of aviation, noting that airlines have reduced their staff and aircraft fleet generally between 10 and 30%. Redundancies within the workforces and the retirement of aircraft have limited airline's maximum capacity by a similar proportion. Those staff still employed, but furloughed, especially pilots and engineers would be reintegrated over an extended period to provide for statutory competency checks. Both Eurocontrol and ICAO have indicated that domestic travel was likely to recover first, due to its independence from the constraints of border restrictions. Due to the geopolitical structure of Europe, the European Region was expected to fare worst when compared to other regions. Medium-haul international leisure travel was set to recover after domestic travel and more slowly, followed by long-haul traffic. Business travel might never return to pre-pandemic levels because of increased use of virtual meeting tools and changing working practices. Looking forward it was unlikely that this summer's traffic could be more than 80% of 2019s, given the staffing constraints on airlines following redundancies and furloughing.

- Maintenance Flights: LK and HC had received several queries regarding 'maintenance' flights, these very short duration flights, comprising a take-off and return to landing after a few minutes of flight were conducted by operators to maintain the operational status of aircraft. There were currently approximately seven maintenance flights a day, depending on the maintenance schedule. These flights were not operated in the night period.

Workplan Delivery

- The NDG would develop, agree, and share project plans for the Workplan items, each guided by the NMB Workplan as adopted by the NEX.
- FED: A steering group would be established to develop terms of reference for the proposed FED study. The NCF Chair would establish a process to confirm NCF representation. CNGs wanted the right to choose any specific CNG rep.

¹ <https://www.eurocontrol.int/traffic-scenario/new-eurocontrol-traffic-scenarios-factor-latest-covid-impacts-european-aviation>

² https://www.icao.int/sustainability/Documents/COVID-19/ICAO_Coronavirus_Econ_Impact.pdf

A.O.B

Following agreement at NaTMAG, GAL has temporarily extended noise complaint response times from 8 working days to 21 working days.

Summary of Actions

<i>NEX/1.1</i>	<i>Action</i>	<i>Due</i>	<i>Responsible</i>
<i>ACTION 2</i>	HM agreed to review the airline procedures concerning scheduling and operation of night flights.	<i>NEX/3</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>On-going</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>On-going</i>	<i>NMB Secretariat</i>
<i>NEX/2</i>	<i>Action</i>	<i>Due</i>	<i>Responsible</i>
<i>ACTION 1</i>	<i>Establish a Steering Group including ICCAN, HC and potentially Crawley Borough Council, to scope the Land Use Planning Task</i>	<i>NEX/3</i>	<i>NDG</i>
<i>ACTION 2</i>	The NDG will develop, agree, and share project plans for the Workplan items, each guided by the agreed NEX position.	<i>NEX/3</i>	<i>NDG</i>
<i>ACTION 3</i>	A steering group will be established to develop terms of reference for the proposed FED study. The NCF Chair will establish a process to confirm NCF representation.	<i>NEX/3</i>	<i>NMB</i>

NEX/2 Attendees

Name	Organisation
Ross Kennedy	easyJet
Robin Clarke	NATS
Vicki Hughes	ANS
Tom Crowley	GATCOM
Lee Howes	NaTMAG
Warren Morgan	NCF Chair
Cllr Liz Kitchen	NCF Council Member #1, West Sussex County Council
Cllr Ann Newton	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
Mark Simmons	CAA
Ian Greene	DfT
Simon Henley	ICCAN
Jonathan Drew	NEX Chair
Graham Lake	NMB Secretary
Laura Boccadamo	NCF Secretary
Helyn Clack	NEX Vice Chair
Jannik Post	NMB Secretariat Support

Future NMB Meetings

Meeting	Date
NDG-5	7 April 2021
NCF-4	11 May 2021
NEX-3	15 June 2021

Annex 1. NMB Workplan

NMB LOGICAL FRAMEWORK-BASED WORKPLAN

GOAL: To reduce noise from aircraft in and around Gatwick

ISSUE	ACTIVITIES/INPUTS	OUTPUTS/MILESTONES	OUTCOMES
	<i>Procedural changes</i>		
Reduce Night Flight noise	<p>Review RNN trial plan and GAL to re-start RNN trial ACP with CAA (if number of flights allow)</p> <p>Re-engagement with industry and community on the purpose of the trial (if number of flights allow)</p> <p>Lobby CAA to expedite approval of RNN trial (<i>timing subject to the re-start of the ACP</i>)</p>	RNN trial occurs & validates whether further noise reduction possible (<i>winter 2021/22 if number of flights allow sufficient data</i>)	<p>Reduced Night Noise (RNN) type procedures adopted (<i>if successful, operational deployment by 2024/25</i>)</p> <p><i>Target Indicators - target of 10 decibels (dB) for outliers</i></p>
Landing gear deployment	Landing gear deployment desktop review, including review of other airports' trials and subsequent trial proposal (<i>end Q3 2021</i>)	Landing Gear Deployment optimisation trial & assessment takes place and shows whether noise reduction can be achieved at London Gatwick (<i>end 2021, subject to sufficient traffic levels</i>)	<p>Landing Gear deployment optimisation procedure adopted (<i>by end 2022</i>)</p> <p><i>Target Indicators – greater than 3dB in specific distances from touchdown.</i></p>
New departure noise limits & fines	Investigation and engagement with stakeholders including airlines on new departure fines proposal (<i>Q3 2021-2022</i>)	Noise departure limits and new fining regime document proposed by GAL (<i>end Q4 2022</i>)	<p>Noise departure limits lowered and new fining regime introduced (<i>by 2024 or earlier</i>)</p> <p><i>Target Indicators) – The number of aircraft (per aircraft class or type) that trigger any new noise limit</i></p>
Improve departure continuous climb	Study on continuous climb noise reduction (to include noise contours to demonstrate noise impacts).	Study shows that there could be noise reduction if continuous climb is more fully achieved with little or no adverse effect to existing or new communities (<i>end Q2 2021</i>).	<p>Improved continuous climb procedures adopted (<i>when FASI-South starts winter 2024/25</i>)</p> <p><i>Target Indicators – noise contours and number of aircraft (on average)</i></p> <p>N.B. Any future changes require an airspace change and are therefore subject to consultation. If FASI-S does not go ahead and the output shows that there could be noise reductions if continuous climb is more fully achieved with little or no adverse effect to existing or new communities specifically in relation to the vectoring of arriving aircraft, then other options to take this forward could be explored.</p>
Review of noise abatement procedure for the Instrument Landing System (ILS) minimum joining point during the night	<p>Establish steering group (by Q2 2021).</p> <p>Commission a review of the noise abatement procedure for ILS minimum joining point during the night (note: any noise impact assessment for the areas affected should account for all aircraft noise, i.e. for both arriving and departing aircraft) (<i>Q3 2021</i>).</p> <p>Key stakeholders: Community Groups; Councils; the Department for Transport (DfT), GAL, NATS and the Civil Aviation Authority (CAA).</p>	Publication of the report	<p>Dependant on findings.</p> <p><i>Target Indicators (in terms of noise) – to be determined through the study; likely to look at noise on population (eg noise contours by area and population; may also include the distribution of traffic).</i></p>

NMB LOGICAL FRAMEWORK-BASED WORKPLAN

GOAL: To reduce noise from aircraft in and around Gatwick

	Procedural influences		
Implement Airline Noise Table	NDG constructs metrics, GAL trials the Airline Noise Performance Table (<i>already achieved</i>) Review of how table is working (<i>Q4 2021</i>)	Gatwick Airport Ltd (GAL) publishes Airline Noise Performance Table (<i>Q1 2021</i>)	Airline Noise Performance Table in use to influence airline compliance and performance improvement (<i>from Q1 2021</i>). <i>Target Indicators – production of the table itself; number of engagements with airlines over a 12-month period and a step change in indicators for these outlier airlines (#1 Red #2 Amber)</i>
Deliver & incentivise low noise arrival metric	Conduct desktop validation of the Low Noise Arrival metric at Gatwick using measured noise data and arrival flight trajectories (<i>already achieved</i>) Briefing & discussion on the metric to the NCF or NEX (<i>by Q2 2021</i>)	Low Noise Arrival Metric is agreed, including operational roll out plan, by Sustainable Aviation (<i>end September 2021</i>)	Low Noise Arrival Metric in operational use (<i>by end 2021 and then ongoing</i>) <i>Target Indicators– reduction in number of outliers as indicated by the metric</i>
Agree & Routinely use noise metrics	Agree & trial use of >N60 and >N65 metrics (<i>already achieved</i>) Protocol to be drafted by CNG representatives as the basis for future discussion.	N/above (N60 and N65) metrics regularly used for all noise reduction trials and to measure noise (<i>already in use</i>) – <i>monitored by NATMAG</i>	Use of N/above (N60 and N65) metrics alongside Leq (averaged) noise contours (<i>throughout NMB second term</i>) <i>Target Indicators– consistency of usage of both sets of metrics in NMB matters</i>
	Strategic Change Influencing		
Engagement with FASI-S	FASI-South workshops for NMB take place to grow NMB stakeholders' knowledge on FASI-South and implications/possible advantages for noise reduction around Gatwick (<i>Q2 2021, subject to HMG FASI-S funding confirmation</i>)	NMB stakeholders understand the important granular detail of the FASI-South process and are able to influence other stakeholders with a multiplier effect (<i>by end 2021</i>) <i>N.B. Any future airspace change will be subject to the CAP 1616 process, which requires engagement and consultation with affected stakeholders.</i>	FASI-South airspace change process is properly informed on Gatwick noise issues (<i>throughout NMB Second Term</i>) <i>Target Indicators – stakeholder views would be reflected in the CAP1616 process at all relevant stages.</i>
Examine Fair & Equitable Dispersal	Establish steering group (<i>Q2 2021</i>) Independent assessment of FED concepts to help inform NMB Stakeholder discussions (<i>target end2021</i>)	NMB stakeholders are briefed on and discuss assessment's findings and agree what FED looks like so as to be able to agree way to influence HMG and other key regulatory bodies (<i>target end 2021</i>)	Fair & Equitable Distribution (FED) of aircraft defined & quantified (<i>target throughout NMB Second Term</i>) <i>Target Indicators – none agreed</i>
	Noise-related information for decision making		
Planning & Noise	Develop a proposal, following engagement with local planning authorities represented at NATMAG and NMB stakeholders, to Councils & a separate one to ICCAN/Sustainable Aviation on need for greater consideration of aviation noise in land use planning by policy makers (<i>agreed at previous NMB</i>)	Engagement with Councils local to Gatwick and HMG/ICCAN/Sustainable Aviation to encourage consideration of aviation noise in land use planning for residential purposes (<i>end 2021</i>)	Policy makers aware of the need for greater consideration of aviation noise in land use planning for residential development (<i>throughout the NMB Second Term</i>) <i>Target Indicators – number of local planning authorities engaged in the process; number of local planning authorities to have successfully incorporated aviation noise considerations into their adopted local plans</i>
Growth and Noise	Discussions on growth and noise. Depending on flight growth, post-Covid, this would be unlikely to start before late 2021 at the earliest. Review to take place Q3 2021. Key stakeholder: Gatwick Airport Limited (GAL)	Review to take place in Q3 2021	<i>Interim indicator – agreeing a way forward beyond discussions.</i>

NMB LOGICAL FRAMEWORK-BASED WORKPLAN

GOAL: To reduce noise from aircraft in and around Gatwick

Side Note

The following items or issues, which other stakeholders are engaged or leading on, are considered relevant to but outside of the NMB Second Term Workplan:

- Scrutiny of Growth:
GATCOM are engaging on this matter.
- Noise metrics:
NaTMAG will brief into the NMB as it reviews the N above noise metrics. The NMB may also wish to review the metrics (as in the draft workplan).
- Night flight noise:
DfT was currently consulting on the night flight regime for the UK. GATCOM, as the statutory body for Gatwick, was consulting stakeholders through a Night Flights Review and would make a submission on the night flight regime.
- Initial conversations have occurred with airlines regarding banning the operation of QC4 aircraft from the Winter 2021/22 season. Further consultation and engagement is required, however GAL are optimistic about introducing a ban on QC4 aircraft during the night period.
- Time-based Flow Management & Time-based Separation:
NATS would be invited to provide briefings on the NATS-led technology projects on Time-based Flow Management (further away from the airport) and Time-based Separation (for the sequencing of arriving aircraft close to the airport). While not focussed on noise mitigation, both projects have potential noise benefits including reduced airborne holding and more efficient sequencing that may reduce the possibility of late arriving aircraft being delayed into the night period due to arrivals traffic congestion. The evaluation of Time-based Separation was undertaken following a recommendation of the Gatwick Airport Independent Arrivals Review.
- Financial incentives for less noisy aircraft
GAL offered to provide a briefing to the NMB, supported by others in 2021 on all the financial incentives currently in place to encourage airlines to fly their quietest aircraft, and to consider all innovations emerging, including those at a national level.
- Other ad-hoc briefings
The NEX Chair to consider ad hoc briefings, as relevant, on GATCOM and NaTMAG from the relevant Chairs.