

**GATWICK AIRPORT NOISE MANAGEMENT BOARD**  
**COMMUNITY FORUM (NCF-7)**

**Wednesday 25 May 2022 – Microsoft Teams Meeting**

**Key Points & Actions**

**1. Introduction & Comms**

The Noise Management Board (NMB) Community Forum (NCF) Chair welcomed participants to the meeting, and shared apologies from the CAGNE representative who was unable to attend. The Chair informed members that the meeting would consist of fewer presentations and would instead focus on open discussion to allow time for all of the topics put forward. The Chair also informed members that the Workplan Implementation report, which maps progress on Workplan activities, would be made available to Forum members as soon as possible, and that discussion topics for future Forums could be submitted at any time via the NMB email address.

**Post-meeting note:** *The latest NMB Workplan Implementation Report was uploaded to Box (under NDG meetings) on 11 April and is available to all NMB members.*

**2. Noise Envelope**

The NCF Chair invited GAL to provide an update on the Noise Envelope engagement process. The first meeting of the Noise Envelope Group (NEG) is scheduled to take place on 26 May, during which the ToRs and GAL-led NEG process will be discussed with members.

In total, the DCO consultation elicited circa 15,000 noise related comments, of which 1,000 specifically identified the Noise Envelope. The Noise Envelope engagement process will be founded on the feedback received through the response; and workshops have been created around the themes identified through the consultation. Originally, Gatwick had planned to use a process for engagement which focussed heavily on engagement with local authorities. Following feedback through the DCO consultation and discussion with the GATCOM and NMB Executive Chairs it was agreed to expand that engagement to include a broader set of stakeholders. The engagement process will take place between now and early September to capture feedback from wider stakeholders, including the NMB membership.

The objective of the process, as per the ToR, is to produce an output setting out proposals for the addition of more detail and/or alternative approaches to the Noise Envelope proposed in the Northern Runway Preliminary Environmental Information Report. Submission to the Planning Inspectorate is not expected until Q1 2023 at the earliest.

The NEG will consist of local sub-group representatives and industry sub-group representatives. The local sub-group (NCF members) will be Chaired by Warren Morgan, and 5 representatives from the group will sit on the NEG to share the collective views of communities. GAL confirmed that NEG representatives will include the local sub-group Chair, Tandridge District Council, CAGNE, GACC and TWANSO. Rebecca Mian of GAL will Chair the NEG. It was noted that participation in the process does not signal support for the DCO or Northern Runway.

**Questions & Answers**

- PAGNE enquired why local sub-group representatives on the NEG had been selected by GAL and not by the NMB, noting that this approach was inappropriate.

- GAL explained that this was a GAL-led process with voluntary participation given the issues (i.e. conflict) experienced in past when nominating NMB community representatives onto certain groups, it was agreed that the most expeditious and efficient way to proceed would be for GAL to select representatives based on their past contributions to the NMB (both personal contributions and CNG contributions). PAGNE stated that they have contributed significantly to the NMB over the years and felt insulted that they hadn't been approached by GAL.
- PAGNE enquired if the TORs will be discussed and approved at the first NEG meeting. GAL confirmed that the TORs are for not for approval – this is a GAL led process and the TORs have been developed and agreed by GAL.
- GACC stated that they hadn't accepted the invitation from GAL, and endorsed PAGNE's view on the manner in which representatives were selected. GACC asked why GAL hadn't approached the Noise Envelope engagement process in the same manner Heathrow and Luton Airport have.
  - GAL suggested that the GACC representative nominate someone better placed (within GACC) to act as a representative in their place if they are unable to participate, noting that the same representative must be involved throughout the process.
  - GAL explained that the selection of representatives on the NEG and the frequency of Noise Envelope meetings is a result of tight timescales. Scrutinising inputs and feedback will be time consuming and it is important to start the process at the earliest opportunity to maximise the time available. It took Heathrow approximately one year to agree the TORs for a similarly constituted group to consider a Noise Envelope, this time is simply not available to GAL.
  - GACC questioned the independent nature of the process, given that the NEG Chair is an employee of GAL. GAL confirmed that Rebecca Mian is well qualified for the role and is able to assign the appropriate level of priority to the work. The Chair has no decision making responsibility in relation to the Noise Envelope and would be focussed entirely upon the orchestration of the process.
  - The NCF chair endorsed Rebecca's appointment as NEG Chair and the process for selecting representatives on the NEG, acknowledging the tight timescales associated with the Noise Envelope engagement process. The Chair confirmed that the views of everyone on the local sub-group will be represented at the NEG.
- GON enquired how it is possible to squeeze the engagement process into 4 months, given it has taken other Airports over a year. Concern was raised about rushing the process and making mistakes.
  - GAL reiterated their original plan to engage with local authorities only, and that following feedback received through the DCO consultation this was expanded to include a broader range of stakeholders. A lot of time and effort has already been spent on trying to define what a Noise Envelope might look like prior to the DCO consultation in 2021, and had already executed a public consultation between September and December 2021 to seek the views of all stakeholders. GAL are not starting the process from the beginning; they already have a good basis upon which to build.
  - GON asked why it is not possible to progress other workplan activities in such an expeditious manner. GAL confirmed that other workplan activities are reliant on support from industry, who also have their own resource and timescale constraints. Although it is not likely to be implemented soon, the Noise Envelope work is an opportunity to fundamentally change the way Growth & Noise is managed at the Airport – a concept in which the NMB had a long-term interest.

- Plane Wrong aired concern about whether community input will be considered in the final proposal given the limited time for engagement.
  - GAL confirmed that all feedback will be taken into account and has no doubt that the Noise Envelope proposal would evolve as a result of the DCO feedback and feedback gathered over the coming months.
- GACC enquired that given the tight timescales and that Noise Envelope engagement is soon to commence, how do GAL plan to disseminate the information collected to date, i.e. layman feedback received through the DCO and details of how this has been weighted.
  - GAL explained that the first workshop will provide an overview of the themes which have been identified through the consultation. Slide packs will be disseminated prior to each meeting allowing time for communities to review the information shared ahead of the sub-group meetings. Subject matter experts will attend the sub-group and NEG meetings to present the content of the slide-packs previously received and answer any questions raised.
  - Tandridge District Council noted that all comments received to date should have an equal weighting at this stage. Mole Valley District Council agreed that there should be no weighting of comments received through a DCO consultation. GAL confirmed that the comments received to date had not been weighted.

### 3. Night Flights

The NDG Chair referenced the night flight presentation available on Box and provided an overview of discussions undertaken to date.

The voluntary reduction of flying by one or more airlines does not formally remove the associated slot capacity from the airport, but instead the slots become available for reallocation to applicants using the established slot management criteria. In order to reduce night flights, the slots must be formally withdrawn from use, and because any withdrawal of slots for noise purposes relates to the balanced approach to noise management, it would necessarily follow the process required by the associated regulation EU598. As a result, the earliest implementation of such change, if then agreed, would likely be summer season 2024. This will overlap with the DfT night flights consultation (expected in 2023), which will inform the next round of DfT night flight restrictions. These are expected to take effect from October 2025. The NDG Chair urged members of the NCF to get involved with the DfT consultation in 2023. Further to this, the NDG Chair confirmed that airlines take noise and emissions very seriously, and invest in the most efficient and quietest aircraft types whilst supporting statutory processes.

- Mole Valley District Council requested that GAL share the night flight presentation via email as they are having trouble accessing the Box folder. GAL confirmed that they would share the document offline.
- GON enquired about airline motivation to reduce night flights.
  - The NDG Chair explained that the process isn't straight forward – regulation EU598 explains the process in more detail. ACL are legally obliged to fill vacant slots; if an airline voluntarily reduces its night slots, these will be filled by another airline.
- The NCF Chair asked members how they would like to progress with this activity.
  - Tandridge District Council observed that given the overlap with the DfT consultation, it would make sense to wait rather than pursue the activity further. The NCF should develop a collective view in preparation for the DfT consultation. Mole Valley District Council agreed with this approach. The Chair agreed to review the agenda for the next meeting in light of the discuss today.

**Action:** GAL to share the night flight presentation with Mole Valley District Council.

#### 4. FED Part 2

GAL presented the scope of works for FED Part 2, including an overview of the study aim, objectives and approach. GAL summarised that whilst FED Part 1 was a useful and informative study/literature review, it didn't quite achieve what it set out to do. Additional stakeholder engagement is essential to better understand how the practical application of the FED concept could be achieved as part of the CAP 1616 process. The study proposes to conduct an in-depth qualitative assessment, working directly with community stakeholders, to define the performance qualities and metrics by which the value attached to different interpretations of FED can be captured in the ACP process. Given the wider utility of this work across the airspace modernisation programme, GAL is planning to take the study forward with support from the AMS Support Fund.

- PAGNE observed that the study aim is different to that in the NMB Workplan. The original aim of the workplan activity was to define FED for GAL, and to identify which FAS strategy would be best for GAL whilst achieving FED.
  - GAL explained that the original FED report responded to the original aim of the Workplan, which was consequently funded by GAL under the NMB budget. The outcome of FED Part 1 didn't quite achieve what it set out to do, which has been recognised by GAL and is the reason for establishing FED Part 2.
- Mole Valley District Council enquired about the SoundBooth demonstrations from Arup Acoustics, and how these can be used to help stakeholders understand levels and changes in aircraft noise.
  - GAL explained the importance of auralisation and visualisation in helping to understand human perception of a sound source, and offered to share more information on this topic following the meeting.

**Post-meeting note:** For further information:

- Arup's work within the aviation industry can be explored [here](#).
  - Arup's SoundLab technology can be explored [here](#). The SoundBooth's and SoundLab Lite are a portable version of the original SoundLab technology.
- GACC enquired how practical solutions can be achieved for GAL if the study is geographically agnostic, and went on to ask whether the focus groups go beyond experienced stakeholders (given they will comprise 120 people). GACC also asked for clarification on study timescales.
    - GAL explained that to understand what FED means, it is important to remove the geographical emotional attachment and focus on what is at the heart of people's annoyance with noise. Regarding focus groups, a third party will be involved with the recruitment process. Members of the focus group will include both people impacted by noise today and people that might be newly overflown in the future. GAL are hoping to receive feedback on funding in the next 3-4 weeks and are currently aiming for a July start. If funding is not approved, GAL will explore other funding solutions.
    - Plane Justice queried what would happen if the project start date is delayed. What impact might this have on FASI-S? GAL confirmed that the outputs of the study will form part of the FASI-S evidence base and will feed into the Stage 3 Consultation. FASI-S timescales are quite flexible once they reach the end of Stage 2 (currently planned for Nov 2022).
  - TWANGS observed that although the study is necessary, it is not sufficient and doesn't meet the NMB's requirement in the short term. The NMB membership has historically agreed that

concentration is bad and that a degree of dispersal is good; FED is hoped to support dispersal. FED Part 2 should analyse real data and different dispersal options to determine if there is a better way of managing the arrivals swathe (in a vectored environment). This should also be considered in a PBN environment. Defining FED won't help address these important decisions; defining FED in itself has proved very challenging and the NMB hasn't yet achieved this.

- GAL acknowledged that FED is an abstract concept and to define it would be extremely challenging. Given the timeframes for implementation and the current maturity of supporting ATM technology, it seemed likely that the FASI-S project will incorporate solutions that require both tactical vectoring (specifically for arrivals) and/or PBN systemisation. The FED work would most likely be best placed to inform or help shape a PBN environment. Therefore, in parallel to the FED Part 2 study, GAL has co-sponsored with Heathrow a complementary piece of work which will look at technical aspects of PBN design criteria - this is called Reduced Departure Divergence (RDD) - particularly focussing on departures. This will inform how PBN can be used to achieve FED. This will build upon the CAA CAP 1385 Enhanced Route Spacing Guidance and, dependent upon the outcomes of the FED study, this will contribute to how FED concepts may be operationalised.
- TWANSO referenced the work undertaken by NATS in the first term NMB to investigate options for FED dispersal. Looking at recent data, it's apparent that the arrivals swathe and ILS joining point have moved further from the airport and that there is more concentration of traffic. TWANSO questioned whether ATC behaviours have changed or if the observed change is a factor of reduced traffic.
  - GAL confirmed that the Airspace Office regularly liaise with NATS and currently report the ILS joining point data on their website (see Q1 2022 Airspace Office Report (Annex A) [here](#)).
  - TWANSO requested that the management and distribution of arrivals traffic using tactical vectoring is discussed at the next NCF meeting.

**Action:** GAL to invite NATS to the next NCF meeting to summarise the work undertaken during the first term NMB, and to present data on the distribution of arrivals traffic at Gatwick Airport.

## 5. Route 3 and 4

GAL acknowledged that since Route 4 has been reverted to a more northerly track, both Route 3 and 4 departures overfly similar areas. The Route 4 ACP is underway and should address this issue through the CAP 1616 process which will consider the noise impact of route options. The Route 4 track may therefore change as a result of the ongoing ACP. The FASI-S ACP will also consider the cumulative effect of the combination of departure route option sets and will naturally factor Routes 3 and 4 into the process. No change can be made without going through a full ACP.

- Mole Valley District Council noted their approval that this issue would be considered by GAL as part of its ongoing ACPs.
- Plane Wrong observed that aircraft altitude on Route 3 varies from day to day, and enquired whether aircraft on Route 3 can be tactically instructed to fly higher.
  - GAL referenced a study undertaken during the first term NMB to investigate options to increase the altitude for Route 3 departures. The study noted that the Route 3 departure routes are constrained by Heathrow departures but that controller intervention had optimised the climb profile of a significant proportion of route 3 departures. It was noted that aircraft are required to maintain minimum separation distances on the grounds of safety. NATS may be able to expand upon the perception of increasing numbers of aircraft being held at lower altitudes on Route 3.

## 6. Airport Charges

GAL provided an update on Airport Charging. No decision has yet been taken on the airport charges consultation for the charging year commencing 1 April 2023. It is possible that the consultation may focus on a progressive strengthening of environmental charges. GAL will update the NMB once they have received confirmation whether noise is included in this year's consultation.

## 7. FASI-S

GAL explained that they are currently working through Stage 2 of the CAP 1616 ACP process and that a series of engagements have been undertaken to date. Three further engagement sessions are currently planned for June (23rd, 24th and 28th) during which GAL will share the results of the Design Principle Evaluation. Some option sets have been added - information on these will be shared in June. GAL noted that the evaluation of all option sets against design principles did not remove any of the option sets, and that the number of option sets is in the dozens. The Stage 2 Gateway with the CAA is scheduled for Nov 22.

## 8. GAL Business Update

- a) GAL provided an overview of the current traffic figures at the airport, noting that by the start of May the airport had seen more passengers than in the whole of 2021. As summer approaches it is expected that daily movements will increase close to 2019 figures; the night period is already back to 100% capacity. Expectation remains that 2022 will track to around 65% of 2019 movements.
- GON enquired whether night flights have been crammed in to use up the yearly quota, and whether on a per night basis the airport is seeing more flights than observed in 2019?
  - GAL confirmed that there is no spare quota, and that the night-time air traffic movement (ATM) cap is in place to manage and control night movements across the entire summer season. The ATM movement total is managed to ensure that airlines do not exceed the limit, if they do, 10% of Gatwick's ATM allowance would be removed for the following summer season. In terms of night ATMs, there are weekly peaks and troughs throughout the year however the annual total allowance will not change overall.
- Mole Valley District Council enquired about the Virgin slots, and whether these are currently being used by other airlines.
  - GAL noted that they have no control over slot allocation, and that it is possible for airlines to trade slots with other airlines. Airlines must still use 70% of their slots annually, but this can be achieved through loaning slots to other airlines. Further information about slot allocation at Gatwick and how many slots have been transferred between carriers can be found on the ACL website [here](#) and [here](#).
- b) GAL provided a brief update on the current runway works, noting the main runway is currently closed between 21:00 and 05:30 every night, during which time the northern runway is in use.

**Close of meeting** – the next meeting (21 September) will take place in-person at Gatwick Airport.

## Actions

Action	Description	Responsibility	Status	Comments
NCF/06/01	Egis to share the feedback received from NCF members with the CAA and FASI-S options development team during a technical workshop, to be scheduled in Q1 2022 (date tbc).	EGIS	Closed	Feedback discussed during a CCO workshop on 5 April.
NCF/06/02	Gatwick to consider feedback received on the Airline Noise Performance Table and to address this when reviewing and developing the next version of the table (planned for Q2 2022).	GAL	Open	Further engagement on the airline Performance Table is expected in Q3/Q4, with deployment planned for Q2 2023.
NCF/07/01	GAL to share the night flight presentation with Mole Valley District Council	GAL	Open	-
NCF/07/02	GAL to invite NATS to the next NCF meeting to summarise the work undertaken during the first term NMB, and to present data on the distribution of arrivals traffic at Gatwick Airport.	NCF Chair	Open	-

## NCF/7 Attendees

Name	Organisation
Atholl Forbes	PAGNE
Cllr Caroline Salmon	Mole Valley District Council
Ed Winter	Plane Wrong
Fran Flammiger	GACC
Liz Lockwood	Tandridge District Council
Margot McArthur	Kent County Council
Nick Eva	Plane Justice
Martin Barraud	GON
James Lee	TWANSNG
Katie Nagal	West Sussex
Ian Hare	APCAG
Warren Morgan	NCF Chair

Rebecca Mian	NCF Secretary / Gatwick Airport
Ruud Ummels	NCF Vice Chair
Andy Sinclair	Gatwick Airport
Graham Lake	NDG Chair
Katie Baker	NCF Secretary (support)

## Apologies

Name	Organisation
-	CAGNE

## Future NMB Meetings

Meeting	Date
NEX/6	13 <sup>th</sup> July 2022 ( <i>In-person meeting</i> )
NDG/11	20 <sup>th</sup> July 2022
NDG/12	14 <sup>th</sup> September 2022
NCF/8	21 <sup>st</sup> September 2022
NEX/7	2 <sup>nd</sup> November 2022
NDG/13	23 <sup>rd</sup> November 2022
Gatwick Airspace and Noise Public Meeting	7 <sup>th</sup> December 2022