

GATWICK AIRPORT NOISE MANAGEMENT BOARD
NEX-5

Wednesday 9th March 2022 – Teams virtual meeting

Key Points & Actions

Points made by the NEX Chair

- NMB Executive Meeting
 - i) The NEX Chair welcomed Members and Observers to the 5th meeting and introduced Councillor Bramhall of Reigate and Banstead attending her first NEX. Apologies for absence received from NEX Members were noted.

- Noise Envelope discussion
 - ii) While not on the NMB Work Plan, the Chair (JD) recalled that GAL had included a welcome and, from a noise perspective, critically important proposal for a noise envelope in the recent DCO consultation for the northern runway. And that he and the GATCOM Chair (TC) had subsequently engaged directly with GAL making the case for greater involvement of key stakeholders in agreeing what a noise envelope for Gatwick could look like, referring to the CAA's CAP 1129 review of the concept.
 - iii) CAP 1129 suggests an inclusive methodology for developing local definitions for noise envelopes, which CL noted have been embraced by Luton and Heathrow Airports in the context of their own growth plans. CNG's regard the noise envelope as a very important development and wish to see more inclusivity in the related planning for Gatwick.
 - iv) AS noted, that CAPs more generally are either published as information or a requirement. For instance, CAP1616 is a process requirement whereas CAP1129 is a study, it proposes ways forward when planning noise envelopes. AS reported that prior to the DCO consultation there was extensive engagement with specific stakeholders to create a legal and workable proposal. AS understood that GAL has received over 3500 comments on the noise envelope elements of the DCO consultation and that these are being assessed to determine how to take this topic forward.

- v) MS advised that CAP1129 was developed by ERCD, He agreed an action to investigate further the current status of the CAP and to report back on this. JD welcomed this suggestion commenting that it is also important for NEX to understand the spirit of the CAP. MS to share feedback with the NEX.
- vi) CL observed that GAL only has a single noise envelope metric, so in his view it's really crucial for proper engagement, noting that takes a long time and that the time available before DCO application submission is not sufficient.
- vii) GAL (TN) has engaged in the debate and has pledged to respond to the GATCOM/NMB Chairs with an update *before* the next GATCOM Steering Group meeting.

- Agenda

- i) Topics proposed by CNG Members of NEX were included within the agenda, no additional items of other business were proposed.
- ii) NEX was informed that Richard Cann of ACL UK Limited, the Slot Coordinator for UK Airports, would be joining the NEX to participate in the discussion of CNG proposals to reduce night flights beyond existing restrictions.
- iii) The Chair also referred to the studies on the workplan items for FED and ILS, the final reports of which have recently been briefed to NMB. He advised that Huw Ross of To70 would attend the meeting part time to explain post report findings of an analysis of the data anomaly identified for one of the assessments in the report on the ILS minimum joining point at night, noting that an updated version of the final report correcting the anomaly has now been issued.

Actions from previous NEX meetings

- GL reported that Actions 1 - 5 from NEX/4 are complete as required. Additional information was provided on the outcomes as follows:
- NEX/4 Action 2
Following the 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 now considered whether the associated noise contours to 51dB, measured to enable evaluation of the impact of overlap between

LCY and LHR airports, could have any relevance for Gatwick. He reported that his investigations with CAA had revealed that because of the different runway configurations and distance of other airports from Gatwick, the LCY/LHR example does not yield any benefit for the Gatwick case, the interactions around Gatwick aren't sufficient to change any noise contours.

- NEX/4 Action 5

To investigate and report findings on topics related to CNG proposals to reduce night flights beyond existing restrictions, is covered in the report from the NDG Chair.

Report by the NCF Chair

- The NCF Chair reported on the most recent NCF meeting. Full Minutes can be seen [here](#).
- In discussion, FF raised some important procedural points that she and CL had written to the NMB Co-Chairs about the NMB. JD asked that a NEX-specific version be produced for circulation to allow time for reflection and subsequent comment and thoughts from NEX members.

Report by the NDG Chair

- GL briefed the NEX on the NDG findings of CNG proposals to reduce night flights beyond existing restrictions (NEX/5 IP08). ACL also participated in this briefing.
 - i. GL reported that the voluntary reduction of flying by one or more airlines does not formally remove the associated slot capacity from the airport, which under internationally accepted slot management regulations, then become available for reallocation to applicants using the established slot management criteria.
 - ii. In order for the capacity to be reduced, the slots must be formally withdrawn from use, invoking a mandatory process EU598 - the rules for managing the Balanced Approach to the Management of Aircraft Noise - because such capacity reduction would be for noise management purposes.
 - iii. This regulation includes rigid process and consultation elements contributing to an elapsed time from process start to completion of between eighteen months and

two years. IG noted that the graphic used in IP08 did not include the time needed ahead of consultation planning to address the primary requirement, whether/how the noise problem has changed. That process would need to begin now to meet a summer season 2024 implementation target. RC confirmed that regulation change would be necessary to reduce night flight capacity, which he noted is already restricted by DfT.

- iv. IG confirmed that the next DfT night flight consultation will be held in 2023 to permit any arising change in capacity to be applied from 2025.
- v. GL reported that discussions with the AOC Secretariat and GAL on the CNG proposals had not revealed any appetite to reduce night flight capacity.
- vi. CL/LL indicated their significant disappointment with these findings. JD observed that it appears that there is a difference in desirability from stakeholders in the room and called for the NEX to request a formal AOC response on the NEX request to whether they were willing to explore introduction of interim voluntary reductions to night flights pending the 2023 DfT Consultation outcome, scheduled for 2025. The Action on NEX was agreed and placed on the NEX Secretariat.

- Work Plan Implementation

- i. The work plan implementation report (NEX/5 IP04) was briefed to the most recent meeting of the NCF. GL reported developments occurring since.

- For the ILS MJP at night,

- ii. Following questions raised during the recent reporting of the findings to a dedicated NMB briefing, the delivery partner To70 investigated the issue identified by stakeholders regarding some of the modelling results. These are linked to the 8NM JP, N60 metric. To70 found on further investigation that the AEDT tool used had applied the incorrect CDO aircraft profile in some cases. This error has been rectified and is corrected in the reissued report. To70 reported that similar aircraft and noise behaviour is indicated, but it is no longer as anomalous as it originally indicated. The new findings align more closely with the behaviour observed at the 6NM

example. GL took an Action to write around NMB membership re ILS MJP at Night study, concerning the correction of the model anomaly for the 8nm N60 contour illustration and analysis so that any questions arising can be dealt with by HR of To70. AS advised that the ILS study is an important piece of evidence to consider when planning airspace modernisation, it will be provided to the FASI-S team.

Land Use Planning

- i. A detailed survey has been prepared and is now ready for release to planning authorities, the results of the survey are intended to inform improvement of the effectiveness of this important pillar of the Balanced Approach to the Management of Aircraft Noise in the Gatwick area and beyond. A copy of the survey form will be added to the Box file share site.

Reduced Night Noise Trial

- i. KB provided a briefing on recent Workplan developments (NEX/5 IP09). The Trial was formally paused in December 2020 - this included the freezing of the Airspace Change Proposal (ACP) on the CAA Portal. The Airspace Change Proposal is now being re-started following the process guidance contained in a SARG policy statement, the timescales need to be agreed with the CAA. MS noted that CAA had not yet had the opportunity to properly review/assess the proposal, adding that CAA does its best to accommodate the timescales requested, there is a lot of other work in the system and a need to manage the demand and capacity taking into account the need to prioritise related activity in accordance with directions placed upon CAA by the DfT.
- ii. GAL has now engaged with key stakeholders to determine dependencies, considerations and realistic timescales including:
 - o CAA - Check options for programme restart and confirm approval timescales.
 - o NATS - Check timescales for system updates and any operational/logistics issues with restarting the trial.
 - o Trax International - Check that the procedure designs remain valid.
 - o Steve Mitchell - Check that the 2019 baseline assumptions are still valid and validate the timescales for NMT deployment

- ii. Project timescales have been revised based on feedback received to date. Next steps involve:
 - Industry engagement:
 - FLOPSC
 - Industry RNN briefing: GAL CAA, NATS, ANS, Trax International, Mitchell Environmental, Airlines, Egis, NDG Chair
 - Community engagement:
 - NMB, NaTMAG, GATCOM
 - Revision of the Trial Submission Pack
 - Submit revised Trial Submission Pack to CAA
 - Noise monitor deployment (if further baseline data is required, noise monitors may be deployed earlier)

Low Noise Arrival Metric (LNAM)

- iii. The CAA CAP document was published on 13 January, Document reference: CAP2302. Publication has enabled detailed preparation for technical implementation of LNAM measurements to proceed. Sustainable Aviation has established a sub-group to consider the necessary steps for deployment of the metric for operational use. It is currently expected that monitoring in accordance with the new metric will begin in Q4 2022. It is anticipated that the metric will be adopted on a national and European scale. The intention at Gatwick will be to absorb this metric into the Airline Noise Performance Table.

FED/ILS MJP studies

The NDG Chair referred to the release of both the FED and ILS MJP reports, observing that the ILS MJP report is relatively straightforward and as noted above, that NMB Members have the opportunity to pose further questions for clarification. Conversely, the FED report is more complicated, is significantly larger and makes reference to many other equally complex documents. It will take time for all involved at the NMB and beyond to complete the process of digesting the report. It is already clear from the findings that further work will be necessary to ensure that the findings can be usefully translated into practical guidance for FASI planning. AS advised that GAL intend to commission a further project on the basis of the study and while are not yet in a position to confirm what this will look like just yet, it is recognised that as part of the CAP1616 process that a consistent methodology for the appraisal of options is

needed. GAL is also considering how to take this forward collaboratively with other ACP sponsors.

GL cautioned that NEX needs to understand how the FASI timescales fit into this. AS - expectation is that the next stage of work can be scoped, commissioned and completed before the next stage of the FASI ACP process. Stage 2 Gateway is now scheduled for Nov 2022 although this may slip further to the right. There will need to be a lot of effort put into this to meet the timescales.

JD discussed the continued wish for a clear definition of FED. AS – advised that the definition of FED should be flexible to suit the circumstances of a particular operation and location, at Gatwick FED may be different to another airport. GL referred to the benefit of a worked example of the framework already provided in the report, providing the possibility for a simulated application/use case example. AS confirmed that a ‘Use Case’ is expected to be part of the follow-on work.

FF asked how will other stakeholders be engaged and would like to see how NCF representatives could be involved with next steps. AS - two things that will come from this; technically driven aspects and further community input to the definition and scope of FED. RH added that GAL is currently scoping the next phase of work and referred to her background in non-acoustic factors. Keen to focus on identifying the most important non-acoustic factors which are most meaningful to communities.

CL commented that the report has some interesting and quality things to say, particularly around WebTAG and suggested sending a copy to the CAA and to invite comments on the report. Adding that the report doesn't do what we thought it would do, such as defining FED. Please include CNG going forward. HC - Ensure community involvement is there with this project. IG – agrees that local circumstance is very relevant for national policy and indicated DfT interest in the findings.

JD summarised the discussion;
GL to write to DfT and CAA pointing out recommendations from the FED report (WebTAG). AS/RH to scope out draft of next phase of work including the concept of a use case and engagement with other ACP sponsors. Target to finalise scope for further work by Easter. AS confirmed that GAL will provide updates at future NMB meetings and will

propose Gatwick to be the test bed for any use case in FASI-S so that communities can be involved.

JD - community involvement with defining scope of work? RH - need to be mindful and clear that there should be a balance between community involvement re non-acoustic factors and the defining of the scope. We will be open and transparent throughout. We will engage where we need your voice (i.e. non-acoustic factors). JD - need clarity on community involvement and when. RH - give us time to discuss.

- GL - important to set timescale expectations, recalling that the NMB is seeking to influence imminent airspace design work. AS - Easter should be doable in terms of sharing a draft scope of work.

FASI-S update

AS updated NEX on FASI-S progress. The comprehensive list of options has now been completed. Currently meeting with stakeholders.

Engagement sessions were held in December and February, and a final session was planned for 18 March. Drop-in sessions have also been scheduled for March. JD asked GAL to circulate these dates at the earliest opportunity. Future engagement sessions to cover Design Principle Evaluation, and initial options appraisal will be scheduled in May 22.

CNG Proposed Topics

Aircraft Charging Proposals

CL introduced the Airline Charging Proposals topic asserting that in the CNG view charging is relevant to noise and as such, relevant to the NMB and within the scope of the NMB. GAL had previously committed (during the NMB first term) to share charging updates with the NMB, indicating that this engagement has not happened as expected. JD observed that GAL provided an update in 2021.

AS responded that GAL is always committed to keep the NMB informed on Noise Charges. This did not happen in the most recent round of charges review, as the change in charges was driven by carbon (emissions) reduction rather than noise, reflecting the priority at the recent COP. Because the review was not noise related, it was not considered relevant to the NMB. GAL confirmed they are still committed to engage with the NMB on noise charges noting that airline Fees are reviewed once a year.

CL - requested that airline consultation material be shared with the NMB for comment.

AS – GAL reviews only a portion of the scheme of charges each year. If/when noise reappears on the list, GAL can commit to engaging with the NMB on this. GAL took an Action to speak to Finance and understand planned changes with regards to noise charges for 2023 and report back to NEX. CL - if GAL don't plan to review noise charges, let the NMB know in plenty of time so we can push this. GL reminded the NEX that all prior charging papers provided to NMB are available on Box under the NEX/5 folder.

Closing remarks

The Chair reported that following feedback received after NEX/4, the NEX has been opened to allow NMB stakeholders to observe virtual meetings, even if they are not NEX Members and with a limit of one representative per organisation. For in person NEX meetings, a maximum of four observers will be permitted.

Summary of Actions

<i>NEX/5</i>	<i>Action</i>	<i>Due</i>	<i>Responsible</i>
<i>Action 1</i>	Verify status of CAP 1129 ERCD Review of Noise Envelopes and share with NEX	Easter	CAA (MS)
<i>Action 2</i>	GAL to respond to GATCOM/NEX Chairs with formulated views on Noise Envelope proposals	Before (as long before as possible) GATCOM SG	GAL (AS/TN)
<i>Action 3</i>	<i>Request formal AOC response on NEX request to introduce interim voluntary reductions to night flights pending DfT Consultation</i>	<i>NCF/7</i>	<i>NDG Chair</i>
<i>Action 4</i>	Write around NMB membership re ILS MJP at Night study, concerning correction of model anomaly for 8nm N60 contour illustration and analysis	<i>NCF/7</i>	<i>NDG Chair</i>

Action 5	NEX/NDG Chair to write to DfT drawing attention to the FED study recommendations and areas under consideration for further work	<i>NCF/7</i>	<i>NEX/NDG Chairs</i>
Action 6	Develop next steps and quantification of how FED framework can be used to inform FASI-S, communities keen to be involved. GAL willing to be a use case in developing. FED phase 2	<i>NCF/7</i>	<i>GAL</i>
Action 7	GAL to verify whether next review of airline charging scheme will include changes noise charges	<i>NEX/6</i>	<i>GAL</i>
Action 8	FF raised several procedural points that she and CL had written to the NMB Co-Chairs about the NMB. A NEX-specific version be produced for circulation, to allow time for reflection and subsequent comment and thoughts from NEX members.	<i>Easter</i>	<i>GACC (FF)</i>

NEX/5 Attendees

Name	Organisation
Mark Simmons	CAA
Tom Crowley	GATCOM
Warren Morgan	NCF Chair
Charles Lloyd	CF CNG Member #1, GON
Fran Flammiger	NCF CNG Member #2, GACC
Andy Sinclair	Gatwick Airport Limited
Lee Howes	NaTMAG
Katie Baker	Egis
Ian Greene	DfT
Ian Jopson	NATS
Jonathan Drew	NEX Chair
Graham Lake	NMB Secretary
Rebecca Hudson	NCF Secretary
Helyn Clack	NEX Vice Chair
Councillor Bramhall	Reigate & Banstead
Liz Lockwood	Tandridge District Council

Apologies

Name	Organisation
Henry Game	ANS
Tim Norwood	GAL
Jonny Petts	easyJet

Observers

Name	Organisation
Richard Cann	ACL UK Ltd. (part time)
No Name Provided	CAGNE
Nick McFarlane	EGIS
Kim Heather	GAL
Andrew Burke	NATS
Ruud Ummels	NCF Vice Chair
Chris Leyland	CAGNE Forum
Steve Mitchell	Mitchell Environmental
Huw Ross	To70 (part time)

Future Meetings.

NDG/9	23 rd March 2022
NDG/10	18 th May 2022
NCF/7	25 th May 2022
NEX/6 (planned as an in-person meeting)	13 th July 2022