

GATWICK AIRPORT NOISE MANAGEMENT BOARD
COMMUNITY FORUM (NCF-6)

Wednesday 26 January 2022 – Microsoft Teams Meeting

Key Points & Actions

1. Welcome and introductions

The Noise Management Board (NMB) Community Forum (NCF) Chair welcomed participants to the meeting, and shared apologies from Ruud Ummels, the Vice Chair and technical advisor, and from Dr Rebecca Hudson, Gatwick's new Noise Initiatives Engagements Manager, who were unable to attend the meeting. The NCF Chair advised that, where he would normally update on some of the work underway at the start of the meeting, this would be included in an extended AOB session at the end of the meeting.

2. Summary of the Departure Continuous Climb Study

The NCF Chair welcomed Katie Baker of Egis to present and discuss the results of the departure continuous climb study, which aimed to compare the noise environment (i.e. noise contours) of a range of CCO and non-CCO departure climb profiles for a range of aircraft types, and to understand the noise impacts of each. The findings of the study will feed into FASI-S options development work for future design consideration. Egis provided context to the study and presented some of the noise modelling results and key observations.

Questions & Answers

- CAGNE Forum enquired whether the modelled data reflected real life scenarios. Egis confirmed that real departure profiles were identified using Gatwick's ANOMS system, and that they were modelled exactly in AEDT using airline procedures.
- CAGNE Forum asked whether emissions had been taken into account in the study. Egis explained that emissions had not been taken into account, however it was acknowledged as an important factor by Gatwick and the study team, and may form part of a follow-up piece of work.
- CAGNE Forum enquired whether it is possible to design departure routes in a way that locates noise over more sparsely populated areas. For example, encourage an aircraft to climb with a soft gradient initially and then apply thrust and climb more steeply/faster when located over a sparsely populated area. Egis confirmed that this topic would be discussed in a technical workshop with CAA and the FASI-S options development team, however it was important to note that different aircraft climb at different rates depending on factors such as aircraft size for example, and as such, this might be more complex than it appears.
- Plane Wrong asked about the cross over point, whereby a higher aircraft with thrust is quieter than a lower aircraft without thrust. Egis noted that this point would be considered in future discussions with CAA and the FASI-S team.
- GACC questioned if there would be any difference in the results when flying around a bend. Egis confirmed that the noise would differ slightly on a bend as the procedures are slightly different, e.g. there are speed limits on some of the turns which can impact ascent management. GACC requested that the study team investigate the noise impact of CCO and non-CCO on a turn, particularly on Route 4 where the turn is problematic. Egis confirmed that this topic would be discussed further at the technical workshop.

- CAGNE stated that the results appear to show benefits to people further from the runway, whilst those closer to the runway would experience noise from multiple SID routes. CAGNE enquired about CCO and non-CCO noise impacts below 3,000ft, and questioned whether 2019 data was the most representative data to use. Egis explained that CCO has no impact below 3,000ft since the procedures do not apply below 3,000ft, and noted that the 2019 data set was the most representative as it contained a good range of CCO and non-CCO departure profiles for comparison.
- CAGNE asked whether the noise shadow, which could impact new communities overflowed, would be incorporated into this study. Egis noted that the purpose of the study is not to identify specific locations that are impacted or benefit, it is about understanding the concept of CCO and non-CCO departures, and their impact on noise.
- Mole Valley District Council stated that it noticed aircraft tended to be much higher on the turn than previously, and that Route 3 seems to be noisier as the traffic is returning. Egis confirmed that the turn will be a focus going forward, adding that they have also observed (as part of CCO Study Part 1) that aircraft climbed faster during the pandemic, likely because the aircraft were carrying fewer passengers.
- PAGNE enquired about next steps and how the study fits in with FASI-S. Egis explained that immediate next steps will involve a technical workshop with CAA and the FASI-S options development team to discuss the results in more detail and to understand what they mean in the context of airspace redesign.

Egis thanked everyone for their participation, and agreed to upload the full report (CCO Study Part 2) onto Box for NCF members to access. It is hoped that the results of CCO Study Part 1 will be shared with NMB members at a future NMB workshop, along with the findings of the Departure Noise Limit study.

Action: 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).

3. Overview of the Airline Noise Performance Table

The NCF Chair welcomed Kim Heather, Gatwick Airport's Airspace & Noise Programme Manager, to present an overview of the Airline Noise Performance Table. The Airline Noise Performance Table is a tool designed to encourage airlines to reduce their noise impact by continually improving their operation and enhancing their aircraft fleets to adopt quieter aircraft types. The programme involves evaluating noise performance using a set of metrics, engaging directly with selected airlines to discuss performance, and reporting the results publicly and with complete transparency to incentivise good practice by airlines. Gatwick explained that the table was developed in collaboration with airlines, noting that operators that fly less than 10 movements per week (arrivals and departures combined) not included in the table. The Airline Noise Performance Table, which will be updated with new metrics over time, is published in Gatwick's quarterly and annual noise reports available on Gatwick Airport's website [here](#).

Questions & Answers

- Plane Wrong enquired why Route 4 is exempt from Track Keeping compliance, as many of the deviations are caused by lack of speed limit adherence on the turn. By omitting Route 4, airlines are not incentivised to improve their performance. Gatwick explained that Route 4 is treated differently, in relation to the Airline Noise Performance Table, because of historic flyability issues on this route, however the NCF should be reassured that Gatwick actively monitor conformance on Route 4 and engage with airlines to discuss performance and to determine how this can be

improved. The Airspace Office follow up regularly with airlines that deviate from Route 4, and work very hard with airlines and ATC to maintain track conformance on this route.

- CAGNE stated that a report recently presented at GATCOM linked poor CDO performance with new airlines operating at the airport, and enquired whether Gatwick provides noise abatement information to these airlines before they begin operations at the airport. Gatwick confirmed that they engage closely with new airlines and provide their AIP containing details of noise abatement procedures to these airlines, prior to them commencing operation at Gatwick.
- CAGNE asked whether airlines welcome the performance table. Gatwick confirmed that they do, noting that they have received positive feedback from airlines indicating that the reports provided by Gatwick are very useful, and that they are the only airport to share such information in this way.
- PAGNE requested that the next version of the Airline Noise Performance Table include results for the different quarters/years to allow trends in performance to be monitored over time.

Action: *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).*

4. Any Other Business

- Low Noise Arrivals Metric. The NCF Chair announced that the long-awaited CAA Low Noise Arrivals Metric CAP document was published on 13 January 2022. Publication has enabled detailed preparation for technical implementation of LNAM measurements to proceed. It is currently expected that monitoring in accordance with the new metric will begin in Q4 2022. CAP2302 can be found [here](#).
- Noise Envelopes. The NCF Chair explained that he represented the views of the NMB at the recent GATCOM meeting. It was resolved that the Chairs of the NMB and GATCOM will meet with Gatwick in order to seek assurances on a transparent and appropriately inclusive process for the proposed noise envelope for Gatwick ahead of the GAL's planned application for the Northern Runway.
 - CAGNE raised concern over noise envelopes overlapping, and noted that they would like to understand how the noise envelope proposals will impact FASI-S and future studies going forward.
- Departure Noise Limits & Fines. The NCF secretary summarised that work was undertaken in Q2/Q3 2021 to develop a new departure noise limit regime. This formed a component of the DCO consultation to ensure that any potential requirement to comply with EU 598 (retained UK law) was accommodated. Gatwick is taking time to carefully review and consider the feedback to the DCO proposal. Once completed the feedback in relation to Departure Noise Limits will be extracted and will be taken forward for further engagement with industry and all NMB members (including NCF). Further engagement is anticipated in Q1/Q2 2022.
- Charging proposals. The NDG Chair referred to several papers on the topic that have been previously provided to NMB members (NMB-10 IP04 / NMB-8 IP18 / NMB-7 IP16 / NMB-3 IP09). He explained that these set out in detail how the charges setting process functions, what rates apply and when, and indicate how the charging regime has pivoted over the past five years to disincentivise use of noisier aircraft types. He explained that in accordance with the NMB's current workplan, that a further briefing on Airport Noise Charges was provided by Gatwick at NCF-4. No other action on noise charges has been agreed by NEX members for the current workplan. The NDG Chair went on to explain that Gatwick encourages new carriers to use quieter planes through its contracts and commitments, and published pricing tariffs to incentivise the use of quieter aircraft. With effect from Oct 21 Gatwick has introduced a voluntary scheduling ban on all QC4

type aircraft (for example the B747). This means that those types of noisier aircraft cannot be scheduled to fly from Gatwick during the night period. Gatwick's aircraft charges structure is consistent with both DfT policy and CAA good practise, and, with reference to CAP1119 CAA's key observations, he explained that aircraft operators at Gatwick already use aircraft of the highest noise performance standards.

- GON referred to an agreement by GAL to engage with NMB on charging proposals, during the first term NMB in parallel with airline consultation. The NDG Chair explained that following the closure of the first NMB without full agreement on a workplan, the second term NMB started afresh with new objectives and a new workplan that was proposed and agreed by all NEX members. This included the undertaking to provide a charges briefing which is now complete. Accordingly, no further action on the charging regime in the second term NMB is planned. The NDG Chair encouraged NCF members to revisit the prior NMB airport charges papers (these have also been made *available on Box under the NCF-6 folder*).
- ILS MJP and FED update. The NDG Chair provided an update on both the Instrument Landing System (ILS) Joining Point (JP) during the night study, and the Fair and Equitable Distribution (FED) study. Both studies were commissioned in Q3 2021, with the ILS study drawing to a close following a summary briefing to NMB members on 24th January, whereby the delivery partner (To70), provided an overview of the activities undertaken as part of the study and a synopsis of their findings. The final report is expected to be published in early February. The FED NMB briefing, scheduled for 27 January 2022, was postponed due to the requirement for further clarification work and exploration of findings. The delivery team (Salford University) require more time to address this. The FED NMB briefing is now expected to take place on 2nd March, with a fourth tSG meeting scheduled for 17th February.
 - GACC confirmed that they attended the ILS briefing on 24th January. In the context of the ILS study and the CCO presentation, GACC requested that the NMB publish more detailed maps about where noise is and where it might be, noting that improved map granularity would be helpful. Mole Valley District Council agreed that it would be helpful if maps containing flight tracks showed clearly the villages on the ground. The NDG Chair explained that Gatwick publish highly detailed contour locations based on existing routes, while for prospective routes, this will be taken account of through the CAP1616 process. The purpose of ILS/CCO was not to identify specific locations that are impacted or benefit, it is about understanding the concept of different ILS joining points and CCO.
 - CAGNE noted that they were happy with the level of granularity on the maps, and that it was clear who would be impacted by moving the joining point closer to the runway, however they welcomed landmarks to help with location bearings.
- Night Flights. The NDG Chair presented a number of slides to the NCF, explaining the origins of the night flight request, the current situation, and the proposed study scope and next steps. The NDG has agreed to commit to using its best endeavours to minimise night flights in the period from now until the introduction of any new night flight limits in 2025.

The Airport Operations Committee (comprising airlines, operations organisations and air traffic control) have been asked by the NDG to consider this request from the NMB and to respond with the suggestions and proposals on how to achieve the objectives. The AOC effectively brings a wider group of key airport stakeholders into the NMB initiative.

The NDG chair referred to the next 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 impact of the pandemic and the timescales for recovery of air travel are a critical element. The presentation reported that the number of flights using Gatwick at night is still less than 20% of levels seen in 2019, with the timing of any recovery unknown. Airport Council International nevertheless forecast recovery by late 2025.

- CAGNE Forum asked whether timescales could be assigned to the proposed tasks as it seems like there is a lot to do and it may take several years to achieve. Timescales would help to contain the study. The NDG Chair explained that the NMB is seeking voluntary measures from airlines to reduce the number of night flights. And, referring to the pre-pandemic annual pattern of night flying, noted that it is the summer season that offers the most scope. Because airlines schedules are normally planned about 12 months in advance, the first summer season that could be impacted is likely to be 2023. However, given that post-pandemic recovery of flying is not forecast before 2025, one big challenge will be to quantify the positive impact of any voluntary measures that can be agreed. The NCF Chair confirmed that he is committing to devote the entirety of NCF-8 to the issue of night flights, both in terms of this work and the DfT consultation.
- GON claimed that it is clear that airlines have no interest in engaging on this topic, and that in their view a simple request has turned into something very complex, suggesting that the scope should be simplified as not all proposed actions are necessary. The NDG Chair countered that industry have engaged and that the rules governing night flights are complex, noting that the rights of individual industry stakeholders constrain their ability to influence change unilaterally. For a number of reasons, not least a shortage of aircraft and staff, there are currently no prospects of night flights returning to 2019 levels either this year or next.
- CAGNE stated that night flights caused the biggest noise issue for communities. CAGNE welcomed the inclusion of the shoulder period in what is defined as the recognised period when sleep might be disturbed by night flights (2300-0700 local). CAGNE also welcomed the call for more definitive timescales.

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	Open	-
NCF/06/02	Gatwick to consider feedback received on the Airline Noise Performance Table and to address this when reviewing and developing the next	GAL	Open	-

version of the table
(planned for Q2 2022).

NCF/6 Attendees

Name	Organisation
Alan McDermott	Tunbridge Wells Borough Council
Atholl Forbes	PAGNE
	CAGNE
Charles Lloyd	GON
Chris Leyland	CAGNE Forum
Cllr Caroline Salmon	Mole Valley District Council
David Howden	TWANSG
Ed Winter	Plane Wrong
Fran Flammiger	GACC
Ian Hare	APCAG
Liz Lockwood	Tandridge District Council
Margot McArthur	Kent County Council
Nick Eva	Plane Justice
Graham Lake	NDG Chair
Kim Heather	Gatwick
Nick McFarlane	Egis
Katie Baker	NCF Secretary (temporary) / Egis
Warren Morgan	NCF Chair

Apologies

Name	Organisation
Rebecca Hudson	NCF Secretary
Ruud Ummels	NCF Vice Chair

Future NMB Meetings

Meeting	Date
NEX/5	9 th March 2022
NDG/9	23 rd March 2022
NDG/10	18 th May 2022
NCF/7	25 th May 2022
NEX/6	13 th July 2022
NDG/11	20 th July 2022

NDG/12	14 th September 2022
NCF/8	21 st September 2022
NEX/7	2 nd November 2022
NDG/13	23 rd November 2022
Gatwick Airspace and Noise Public Meeting	7 th December 2022
