

## **GATWICK AIRPORT NOISE MANAGEMENT BOARD**

### **NCF-8**

**Wednesday 21<sup>st</sup> September 2022 – Microsoft Teams Meeting**

### **Key Points & Actions**

#### **Welcome and update**

The NCF Chair welcomed attendees to the meeting and outlined the topics to be covered. He also noted that this year there had been a significant number of consultations and so thanked all for their continued commitment to this work.

#### **NMB workplan update**

##### **Reduced Night Noise (RNN) Trial**

- Egis explained that work on the trial had been progressing, however due to the UK CAA's requirement to re-validate the IFP submission, work completing simulations and making changes to the submission document itself has led to a delay in the project. This means that the trial cannot start in January 2023, however a start date of February 2023 was being targeted, with collaboration with the CAA required to meet this date.
  - PAGNE questioned when the trial would start should this February date not be possible. Egis explained that if this date is not possible then the trial shall take place in September 2023 in order to avoid the busy summer period.

##### **Departure Noise Limits**

- GAL explained that a community workshop on the updated departure noise limits shall take place on the 27<sup>th</sup> October 2022 and invites for this shall be distributed shortly.

##### **Airline Noise Performance Table (ANPT)**

- GAL explained that the ANPT was proving successful, with airlines actively taking on board the results shown on the table to improve their operations. The table has also been used in airline bilateral meetings to identify areas for airline operational improvements. Work is ongoing to upgrade the ANPT to a PowerBI dashboard, which will then be shown on the GAL website.

##### **Land Use Planning**

- GAL noted that a meeting shall be held on 18th October 2022 to begin progressing this topic. Updates on this shall be provided to NCF members when they are available, rather than waiting until the next NCF meeting.
- CAGNE added that they had requested to be involved in, and be able to provide input to, this work. GAL noted that it was not currently sure of how the project would be shaped, but if any community input were necessary, all requests would be taken onboard.

**Action:** GAL to ensure that where any community input might be needed, CAGNE are contacted.

### Low Noise Arrivals Metric (LNAM)

- GAL stated that a Sustainable Aviation (SA) sub-group meeting had taken place the week before this NCF meeting. Discussions at this meeting looked at the NATS dashboard for LNAM and how to best implement the metric. Airlines were very interested in the metric, therefore a workshop with airlines shall be held to establish how best airlines could use the dashboard, and how their needs can be integrated.
- In parallel, subject to the SA sub-group's approval GAL will be the testbed for exploring steps that will enable the metric to be incorporated in to existing operating systems, complementing the current Continuous Descent Approach (CDA) reporting, and once this is implemented, trialing the use of the metric.
  - PAGNE asked when the target go-live date is for this topic. GAL explained that a workshop was to be held on Friday 23<sup>rd</sup> September to discuss a timeline for implementing the dashboard with NATS. The challenge is that in order to be able to trial the use of the metric, the software needs to be incorporated into the existing Noise and Track Keeping (NTK) system. Whilst GAL has the budget set aside to progress this, the software developers are yet to provide a date for being able to carry out this work.

### Workplan AOB

- CAGNE noted that by ensuring Landing Gear deployment takes place after overflying Lingfield, noise could be reduced by 2-2.5dB. It was added that this only focussed on the West but focus on this should also be increased in the East, as early landing gear deployment is increasing. A request was made to discuss this further at NaTMAG, given that the benefits of later landing gear deployment are clear.
- A further comment from CAGNE was on the perceived increase in the number of go-arounds currently taking place, with complaints on these coming in from areas including Crawley and Ifield at night, due to the perceived increase in level of overflights there now. It was questioned whether data on this could be presented to CAGNE to allow for mapping of the current go-arounds. GAL explained that this is an issue for NaTMAG to address, however the message shall be passed on to the NaTMAG lead.

**Action:** GAL advised that CAGNE should raise these concerns with a representative for NaTMAG so that they can raise it at the next meeting.

### **FED Funding**

GAL has sponsored and secured funding for the project and the team set to carry out this work is available at this meeting to provide an update on how the project shall run.

To begin the presentation, GAL welcomed and introduced Chris Barnes of Trax International to outline FASI project specifics, while Nicole Porter and Robin Monaghan of Anderson Acoustics, alongside Paul Hooper of Manchester Met University presented on the specifics of the FED project.

The presentation outlined the objectives of the project, noting the need to identify operational and noise metrics that capture the performance of various design options. The project will then develop airspace designs and operational scenarios based on a concept airport to demonstrate how different interpretations of fairness and equity – or less unfair and less inequitable – could be designed and flown, highlighting the potential consequences. The final objective is to determine mechanisms by

which (un)fairness and (in)equity are operationalised, developing a “framework of (un)acceptability” to inform the development of airspace design operations. This work will be carried out through a series of in-depth qualitative assessments, using community-based focus groups and workshops.

The 12-month timeline for the project was outlined, with key milestones embedded to allow feed-in to FASI-S.

### **Questions and Answers on FED**

GACC asked whether the team had been appointed on a national or Gatwick basis? And also noted that this work was supposed to advise FASI-S developments, however this appears to not match the current FASI timeline. Paul Hooper explained that while the results of this will be nationally relevant, Gatwick Airport is the testbed for the project and therefore will be working with Gatwick community members for the focus groups and workshops. Timeline wise, particular milestones are worked into the overall timeline to allow for significant feed-in to FASI-S.

One further comment from GACC noted that community groups are concerned there won't be practical outcomes. The FED project team stated that this study will provide practical outcomes, which, when utilised for FASI-S or other airspace changes, would then go through full public consultation.

CAGNE Forum noted 'a series of metrics' mentioned in the FED presentation. It was asked whether there will be a chance for communities to review and input on these, whilst also noting “fairness” and suggesting that the understanding of this will vary by person and the location they are in. Paul Hooper explained that the notion of “fairness” is one of the key concepts the study is exploring. This forms one of the key study objectives in looking to improve quality of life for as many people as possible, whilst recognising there will never be a perfect outcome. It was stated that communities will have input to the metrics used and put forward a part of the focus groups and workshops.

CAGNE noted a number of questions on FED:

- Who are the expert group that shall oversee this work? The expert group is yet to be selected; however, it will be formed of independent individuals to ensure impartiality.
- What is the definition of respite in this project? Respite is a planned period of lower noise. The length of the period, and the level of lower noise is to be defined during the study.
- Who are the groups that were already consulted in previous work? The previous work referenced in the presentation was an Anderson specific piece of work, not related to, or commissioned by, Gatwick. The previous work was highlighted as part of a range of projects to offer assurance that the team are well versed in this area of work and understand the fundamental needs of community members driving this project.
- If people are to be newly overflown, how shall these people be consulted? CAGNE stated that in the FASI-S project, newly overflown communities may not be fairly consulted. The FED project team explained that participants for these focus groups will be recruited by an independent third party from a wide and even geographical spread around Gatwick Airport, to include both those who are under flights and those who are not. The concept of 'newly overflown' is one that will be explored and defined as part of the project.
- How will benefits be captured, and who will these benefits impact? It was also added that any newly overflown communities will not gain any benefits from being overflown, an issue that

was seen during the previous LAMP project. The FED project team agreed and noted this would be accounted for throughout the project (explained in the previous point).

- Who is funding the work as the original focus was for this to be a Gatwick only project? The funding is administered by the CAA through the AMS Support Fund, with the funding coming from airlines through an element of the charging structure. Gatwick is the testbed airport for the project and therefore Gatwick surrounding communities will form the focus group and workshop participants.

Plane Wrong asked whether the outcomes of this work will influence CAP1616 and the ACP, given that any metrics identified may counter the procedures in CAP1616. The FED project team noted that there are already competing features within the current guidelines, and it needs to be understood how different performance features impact people's views on FED. Trax International explained that the work in this doesn't necessarily contradict CAP1616, however, this work will enable the ACP to balance out subjective views in the options appraisal.

Cllr. Luke Everitt asked whether this is just looking to understand people's concept of fairness and equity, rather than the actuality of it. The FED team explained that this is broadly the idea, noting that there isn't ever a sense of absolute fairness, therefore, this is looking to investigate what absolutely isn't fair and then establish a sliding scale of what might be considered fair.

PAGNE asked how the community engagement will work for this project. The FED team explained this is still to be fully established, given the project is in its very early stages. It was clarified that this will not be a small group consultation, and whilst this is not an NMB Workplan initiative, the team will look to include the NMB members, not only in the case that they might be recruited through the independent third-party process but by finding a means of ensuring inclusion regardless.

## **AOB**

The Chair thanked all those for attending and noted the positive news that FED project funding had been secured.

A point was raised by CAGNE, who explained that arrivals mapping data used to be provided to CAGNE so the pattern of aircraft joining the ILS can be understood. CAGNE asked whether this could be completed again. It was explained that this would be something addressed through NaTMAG, but both points would be passed on the NaTMAG Chair.

## **Action**

GAL to pass the request on to the NaTMAG Chair on where the details of arrivals mapping data sits. This is a topic for NaTMAG the response to which will be communicated through the next NaTMAG meeting.

### Summary of Actions from Meeting

<b>REF</b>	<b>Action</b>	<b>Due</b>	<b>Responsible</b>
<b>NCF/08/01</b>	GAL to ensure that where any community input might be needed during the LUP work, CAGNE will be contacted	<i>December 2022</i>	<i>GAL</i>
<b>NCF/08/02</b>	GAL to pass CAGNE queries on the increased number of go-arounds to the NaTMAG Chair	<i>November 2022</i>	<i>GAL</i>
<b>NCF/08/03</b>	GAL to pass the request to the NaTMAG Chair on where the details of arrivals mapping data sits, the response to which will be communicated through the next NaTMAG meeting	<i>December 2022</i>	<i>GAL</i>

## NCF/8 Attendees

Name	Organisation
Atholl Forbes	PAGNE
Sally Pavey	CAGNE
Charles Lloyd	GON
Chris Leyland	CAGNE Forum
Ed Winter	Plane Wrong
Fran Flammiger	GACC
Ian Hare	APCAG
Liz Lockwood	Tandridge District Council
Margot McArthur	Kent County Council
Cllr Luke Everitt	Tunbridge Wells Borough Council
Natalie Bramhall	Reigate and Banstead Borough Council
Ruud Ummels	NCF Vice-Chair
Liam Day	NCF Secretary (temporary) / Egis
Warren Morgan	NCF Chair
Chris Barnes	Trax International
Rebecca Mian	Gatwick Airport Limited
Paul Hooper	FED Project Team
Nicole Porter	FED Project Team
Robin Monaghan	FED Project Team

## Apologies

Name	Organisation
Mark Simmons	CAA
Andy Sinclair	Gatwick Airport Limited
Kim Heather	Gatwick Airport Limited
Wojciech Witkowski	Gatwick Airport Limited
Graham Lake	NDG Chair
Nick Eva	Plane Justice
David Howden	TWANSO

## Future NMB Meetings

Meeting	Date
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