

**THE NOISE AND TRACK MONITORING ADVISORY GROUP (NaTMAG) Thursday 7 August 2025  
(virtual meeting)**

---

**IN ATTENDANCE**

Kimberley O'Neill (Chair)	Gatwick Airport Ltd - Airspace Office and Chair of NaTMAG
Matthew Thompson	Gatwick Airport Ltd - Airspace Office and Secretary to NaTMAG
Sam Tull	Gatwick Airport Ltd - Airspace Office
Andy Sinclair	Gatwick Airport Ltd - Head of Noise & Airspace Strategy
Kathy Coffin	Gatwick Airport Ltd - Noise Action Plan Programme Manager
Goran Jovanovic	Gatwick Airport Ltd - Airspace Change Programme Manager
Rebecca Mian	Gatwick Airport Ltd - Noise Management Programme Manager
Jonathan Drew	Noise Management Oversight Board Chair
Nigel Emery	GATCOM
Malcolm Fillmore	GATCOM
Mike George	GATCOM
Alan Jones	GATCOM
Nicholas White	GATCOM
Graham Lake	Independent Technical Advisor to GATCOM
Ed Winter	GACC
Adam Dracott	Mid Sussex District Council
Leon Hibbs	Reigate and Banstead Borough Council
Tim May	DfT
Ross Snipe	DfT
Andrew Burke	NATS
Elinor Lytton	NATS
Gavin Sillitto (Guest Speaker)	Gatwick Airport Ltd - Transformation Programme Lead Airfield

**APOLOGIES**

Adrian Eaton	DfT
--------------	-----

**MEMBERSHIP UPDATE**

- The Chair welcomed all members to the third NaTMAG meeting of 2025. A special welcome was extended to Nicholas White from Tandridge District Council, attending for the first time as elected from GATCOM, as well as to Ross Snipe from the Department for Transport and Elinor Lytton from NATS Terminal Control, who were also joining the meeting for the first time.
- Gavin Sillitto joined the meeting as a guest speaker to present on Airport Collaborative Decision Making (ACDM), a request from NaTMAG members from a previous meeting.

**MINUTES FROM THE PREVIOUS MEETING OF NATMAG**

- No amendments to the previous minutes were requested.

**ACTION TRACKER**

Action	Comments
<b>01/2023</b> – DfT to follow up with Airbus to provide an update on the Airbus A220 'whine' issue.	<b>OPEN</b> – No update on this. However, the DfT have an engagement group with Airbus next month where this will be raised. It is expected that the DfT will share outcomes of this meeting at the November meeting.
<b>08/2025</b> – Airspace Office to split easyJet AOCs in Airspace Office reports moving forward.	<b>CLOSED</b> – This has been completed – the 3 AOCs are visible on the ANPT table that was presented in this meeting.
<b>09/2025</b> – GAL to present a follow-up on LNAM at the November NaTMAG meeting.	<b>OPEN</b> – GAL remains on track to provide an update at the November NaTMAG meeting.
<b>11/2025</b> – Airspace Office to provide a Route 4 track density map in next round of reporting.	<b>CLOSED</b> – These maps were presented in this meeting.
<b>12/2025</b> – Airspace Office to conduct a short survey of Tonbridge complaints to verify causes.	<b>CLOSED</b> – This analysis was completed, and the results were shared in this meeting as part of the discussion on complaints.
<b>13/2025</b> – Airspace Office to provide a heat map of complaints in next round of reporting.	<b>OPEN</b> – A heat map of complainants (but not volume of complaints) was presented in this meeting. The Airspace Office will aim to provide a heat map showing the volume of complaints at the November NaTMAG meeting.
<b>14/2025</b> – Airspace Office to look at whether it is possible to identify specific incidents (specific flights) causing a high number of complaints. And if so, decide whether such analysis would provide enough additional value to justify the added workload.	<b>OPEN</b> – This action was parked until the November meeting due to resource constraints during the summer season. That being said, the impact of prolific complainants and generic complaints was discussed in this meeting.
<b>15/2025</b> – GAL to share the LAS CAP1616 process dates at the August NaTMAG meeting.	<b>CLOSED</b> – These dates were shared in this meeting as part of the Airspace Update agenda item.

**AIRPORT COLLABORATIVE DECISION MAKING (ACDM)**

- Gavin Sillitto began by noting that ACDM is often discussed in terms of the sales pitch to do the project, but his aim was to provide a clear view of what it actually involves, how Gatwick is using it, and what benefits to expect – particularly in reducing delays that spill into the night period.
- Gavin set out the European network context. The airspace is divided into around 1,750 potential sectors across 42 countries, coordinated through 60 flow management positions. Not all sectors are staffed at once and they can be combined for efficiency. EUROCONTROL manages cross-border coordination, most of it automated, and also oversees large swathes of military airspace that can be activated as needed. In recent years, capacity-demand balancing has become more

difficult due to steadily rising traffic volumes, increased military airspace use since Russia's invasion of Ukraine, more frequent severe weather events linked to climate change, and greater public and political pressure to avoid airborne holding due to environmental concerns. This combination makes managing the network far more complex, with delays in one sector often cascading into others.

- Around a third of all delays in the European network stem from poor-quality data feeding into these capacity decisions. ACDM improves this by giving EUROCONTROL more accurate, real-time data from airports. Before ACDM, EUROCONTROL mainly relied on airline flight plans, which have an accuracy standard of +/-15 minutes. ACDM splits responsibilities so that airlines and ground handlers provide the Target Off-Block Time (TOBT) (when the aircraft will be ready to leave the stand), while the airport uses traffic sequencing to predict the likely take-off time. This improves accuracy to within +/- 5 minutes. EUROCONTROL incentivises ACDM airports through Calculated Take-Off Time (CTOT) improvements during restrictions, following the principle "best plan, best served."
- Gatwick's own ACDM history has been mixed. It joined the network in 2014 but withdrew in 2017 due to implementation challenges. Since then, peak season en route delays have quadrupled across the network. In 2022, the airport completely overhauled the project, shifting from trying to make air traffic control follow the ACDM system to instead predicting the sequences ATC would naturally create. ACDM went live again at Gatwick on 23 June 2025.
- Early results are encouraging. In its first month, Gatwick ranked seventh out of the top ten largest ACDM airports for data predictability, despite most others having a decade of experience. Benefits include greater operational resilience, fewer delays spilling into the night, and more effective handling of irregular operations. While ACDM does not change the number of flights or the noise level of individual aircraft, by reducing late-running flights it can reduce noise impacts during sensitive hours.
- Alan Jones asked why TOBT focuses on readiness to taxi rather than expected take-off. Gavin clarified that TOBT is an airline/handler estimate, but Gatwick's system then uses it to predict take-off times factoring in other constraints such as weather, traffic, and airspace availability.
- Graham Lake provided broader strategic context. He explained that ACDM is part of the Single European Sky ATM Research (SESAR) programme, which emerged from the Single European Sky legislation passed in response to the severe network delays of the late 1990s. This legislation created a framework for managing Europe's fragmented airspace as a single network, overseen by EUROCONTROL. The network covers 42 countries, each with their own systems and way of doing things. Historically, this fragmentation has caused inefficiency and delay, but SESAR seeks to harmonise technology, procedures, and rules into a uniform, contiguous system. ACDM is one part of this broader programme of work.

## **2024-2028 NOISE ACTION PLAN UPDATES**

**P3**...improve operational performance to reduce arrivals noise.

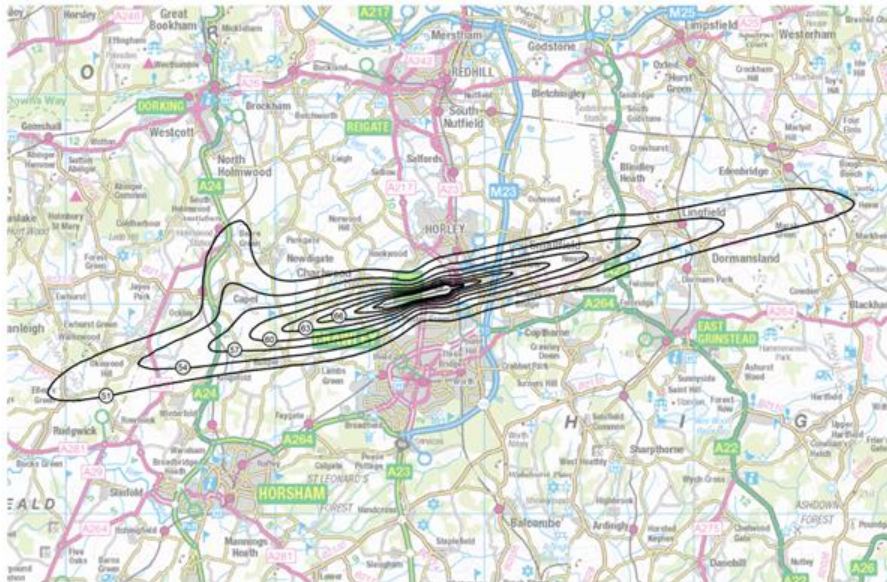
- Covered under the AO quarterly report and NMB update agenda items.

**C10**...night flight regime.

- Covered under the AO quarterly report agenda item.

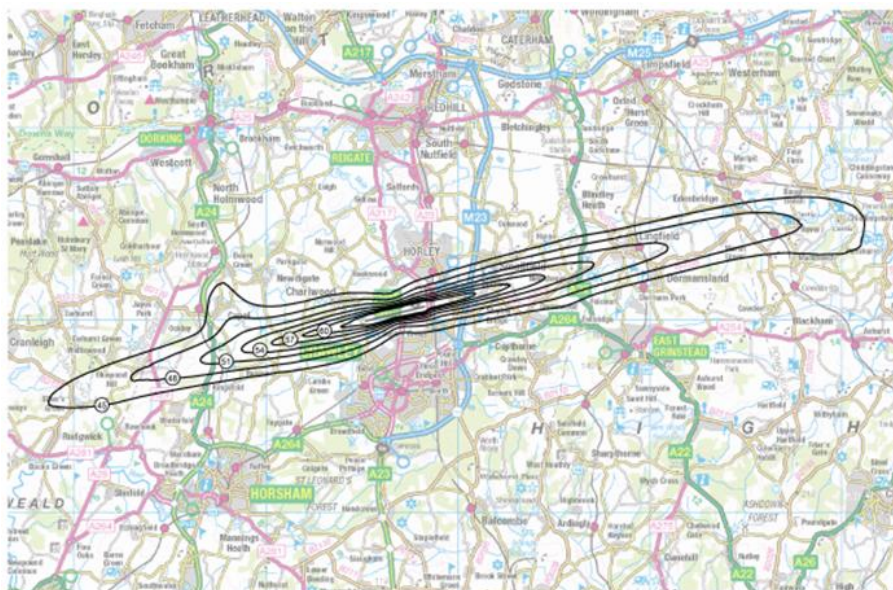
**C18**...92-day summer noise exposure contours assessments.

- Kathy Coffin presented the latest daytime noise contour data for London Gatwick, beginning with the 51 dB LAeq, 16-hour day contour for Summer 2024 (Figure 1). The average number of aircraft movements during the 16-hour day period was 730.8, representing a 2% increase compared to 2023's figure. Correspondingly, the area of the 51 dB contour expanded to 114.2 km<sup>2</sup>, a 1% increase from the previous year's 112.8 km<sup>2</sup>. Additionally, the population within the contour also rose to 17,500, marking a 7% increase relative to 2023.



**Figure 1:** Summer 2024 Daytime Noise Exposure Contours (actual modal split).

- The nighttime noise contour data for London Gatwick in Summer 2024 (Figure 2) showed a reduction in overall noise exposure alongside a slight decrease in aircraft movements. The average number of movements during the 8-hour night period was 121.3, which is a 3% decrease compared to 2023. The area of the 45 dB LAeq, 8-hour night contour also decreased by 3%, from 128.1 km<sup>2</sup> in 2023 to 124.6 km<sup>2</sup> in 2024. However, the population within this contour increased slightly to 17,500, up 1% from the previous year.



**Figure 2:** Summer 2024 Nighttime Noise Exposure Contours (actual modal split).

## AIRSPACE OFFICE QUARTERLY REPORT & DASHBOARDS

- **Key Performance Indicators (KPIs):**
  - The KPI table shows a 0.16% reduction in total movements when compared with Q2 2024, marking the first such decrease since the pandemic.
  - There was an increase in Chapter 14 and Chapter 4 aircraft, alongside a very small 0.01% increase in Chapter 3 aircraft – the latter attributed to a rise in business jet arrivals in April.
  - There was a slight increase in Continuous Descent Operations (CDO) performance compared with Q2 2024 (0.67%), while track keeping improved by 3.7%.
  - The number of noise complaints dropped by 31.77% compared to the same period in 2024, although the number of complainants rose by 5.19%. The airport achieved a high enquiry response rate of 99.1%.
- There was a discussion regarding the KPI table's up/down arrows, which some members felt were confusing. A new approach was suggested: removing arrows and instead colour-coding percentage changes red or green. Concerns were raised that an increase in a negative metric might still be shown as green, potentially misleading readers. The agreed action was to prepare the next report with both the current arrow-based table and the new colour-coded version, so members could compare them side-by-side.
  - **Action 16/2025:** Airspace Office to trial a new KPI table format in parallel with existing table in the Q3 2025 Airspace Office quarterly report.
- The Airline Noise Performance Table (ANPT) now includes 37 airlines, with easyJet separated into UK, Switzerland, and Europe AOCs. Year-on-year CDO performance is now compared for the same quarter, with an explanatory note for missing data when an airline was not present in the previous year. Six airlines moved from red/amber to green in CDO rankings this quarter and 14% of airlines remain in the red, prompting targeted engagement. Turkmenistan Airlines, though not in the table due to operating fewer than 10 movements per week, was cited as a poor CDO performer – the Airspace Office had a productive meeting with the airline in July to discuss this.
- Andrew Burke questioned whether the 10 movements/week threshold excluded low frequency but noisy aircraft such as Delta's daily summer B767 service. The Chair confirmed that the Airspace Office monitors all airlines operating out of London Gatwick, but that the threshold keeps the published table concise. The Chair also noted that the performance of airlines with very few movements can be unfairly skewed by a single non-CDO flight. The Airspace Office agreed to give this some further consideration; however, this would need to be discussed with the NMB as the original developers of the table.
  - **Action 17/2025:** Airspace Office to work with the NMB to consider expanding the ANPT to include key airlines regardless of number movements.
- In terms of overall movements, April and May 2025 saw slight movement increases compared with 2024, but June recorded a decline.
- June saw predominantly westerly operations (84%), contrasting with the previous 4 months where London Gatwick saw an unusually high number of easterly days.
- Northern Runway usage was higher in April and May than in June. This was partly due to an increase in night movements at the start of summer. Gatwick's Sales and Operations Planning Team are reviewing the timing of the runway switchover. The aim is to avoid delays to the late evening wave of arrivals between 11:00 PM and midnight that sometimes spill into the restricted night period. Shifting the switchover slightly later could help reduce these occurrences.

- In terms of fleet composition, the Airbus A320neo remained the most common aircraft type in use at London Gatwick for the first six months of the year.
- In terms of CDO, compliance for the first half of the year ranged from 89% to 92% across the 24-hour period. During the core night, performance was slightly lower.
- Go-around statistics showed rates below 0.7% of monthly arrivals. The primary cause was runway occupancy (41% of all go-arounds), which can be broken down into departure slow to roll (47% of runway-occupancy incidents), slow to vacate (14%), and aborted take-off (14%).
- Mike George reiterated a point he had originally made at the July 2025 FLOPSC meeting about easterly operations, explaining that tower data suggested slower runway vacating on Runway 08 compared with Runway 26. He speculated this could be due to the location of the rapid exit taxiways (RETs): the Delta RET on 08 is further down the runway than the Echo RET on 26, potentially making it harder for aircraft to exit promptly. Mike suggested looking at whether easterly airfield configuration contributes to delays but that this was picked up by FLOPSC.
- An increase in night-time aircraft joining at less than 10 nautical miles (NM) was reported during both May and June. This was mainly due to bad weather and increased night movements during the summer peak. Two daytime joins occurred at less than 6NM – one caused by a technical fault preventing localizer capture and the other by a late turn onto final approach clearance from ATC.
- Graham Lake raised a concern about possible unintended consequences of time-based separation (TBS). TBS now shows controllers a final approach joining marker, and he questioned whether, subconsciously, controllers might be aiming for this rather than the mandated 10NM join at night. Elinor Lytton and Andrew Burke from NATS agreed to investigate, noting the marker moves depending on the preceding aircraft.
  - **Post Meeting Note:** The NATS Advanced Mixed Mode (AMM) programme lead explained that AMM doesn't provide an indicator on the screen if the following aircraft is more than 3NM away. As the 10NM rule is a night restriction, the traffic won't be consistent enough that the AMM mode will be in use.
- In terms of arrival overflights, there were no significant events apart from those caused by go-arounds over Horsham and East Grinstead.
- For the first half of 2025, track keeping conformance was 72% on Route 4 and 99.6% on all other routes.
- There were no departure noise infringements in Q2. The Horley overflight percentage was lower in Q2 than Q1 despite more westerly departures, and no departure infringements occurred over Crawley nor 1,000ft infringements.
- In response to Action 11/2025, the Airspace Office presented Route 4 track density maps for 2019, 2023, 2024, and 2025 (Figures 3-6). In 2019, the RNAV1 (historic) route was in place, while in 2023 London Gatwick reverted to conventional SID routings, as required by the CAA. The maps indicated only a small northward shift in tracks after the turn was completed (the shift is about 400-800 metres northwards) and no major changes to the flight patterns in the turn. Goran Jovanovic confirmed these patterns were expected, as the change from RNAV to conventional routing slightly shifted the centreline following the turn in line with the conventional route instruction, not altering dispersal in the turn.

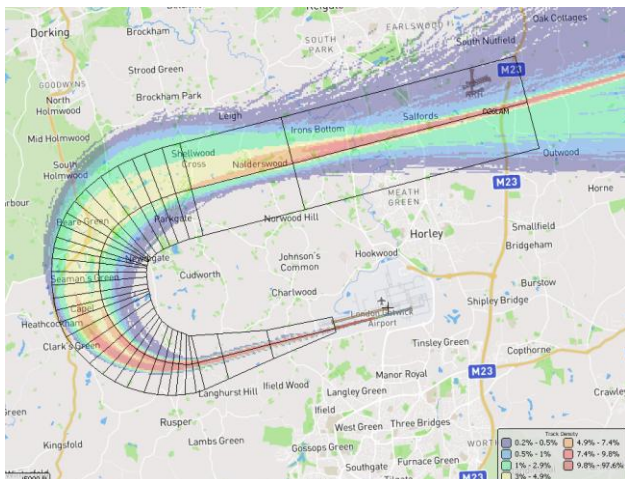


Figure 3: Route 4 Track Density Map (2019) - Historic NPR

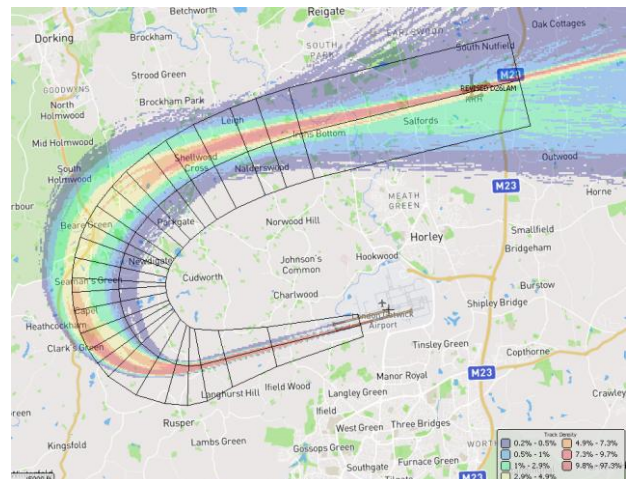


Figure 4: Route 4 Track Density Map (2023)

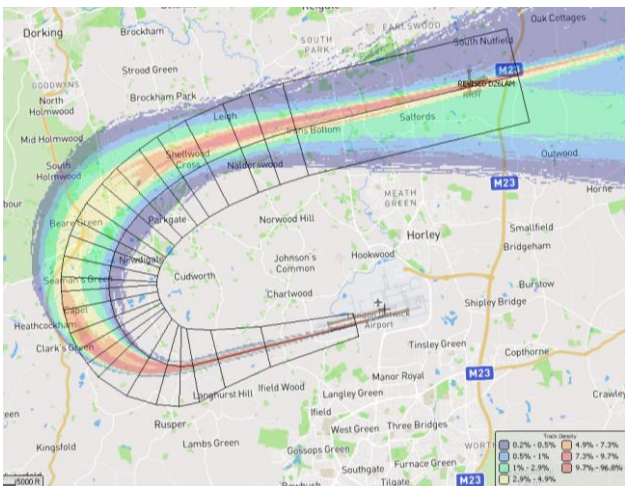


Figure 5: Route 4 Track Density Map (2024)

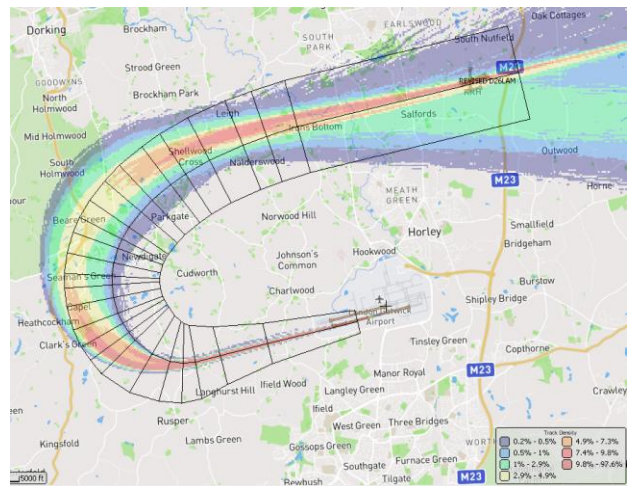


Figure 6: Route 4 Track Density Map (2025)

- The Route 4 ANPT Dashboard closely resembles the ANPT dashboard available on the website<sup>1</sup>. Recent efforts have involved meetings with Icelandair and Emirates to address performance issues on Route 4. Emirates, in particular, has shown fluctuating performance – initially poor, then improving, but recently declining again. At a recent FLOPSC meeting, an Emirates pilot mentioned using a non-standard waypoint in their flight management system to improve conformance, but this method is no longer effective. Following their recent discussion with the Airspace Office, Emirates has agreed to work with their coding house to update the waypoint in line with the current Noise Preferential Route (NPR). Andy Sinclair clarified that because the published route is based on conventional design, airlines must convert it into GPS-based code through their own coding houses. Importantly, regulatory constraints prevent the direct involvement of the airport in this process.
- Night flight data showed that at the end of week 13 of the summer season, 224 dispensations had been granted. Most were due to ATC staffing constraints (especially in France), adverse weather such as thunderstorms in both Europe and the London TMA, and isolated technical issues such as a radio failure in Milan.

<sup>1</sup> <https://www.gatwickairport.com/company/reports/noise-reports.html>

- Ed Winter asked if a deeper analysis of dispensation causes could be provided, such as identifying whether the same flights were often affected, to help identify any scheduling risks. The Chair questioned the benefit, noting Gatwick operates fully in accordance with the DfT guidance and that the process is already highly regulated. Malcolm Fillmore suggested analysing one month in detail to see when flights were scheduled versus when they actually arrived or departed. The Chair pointed out that flight tracking tools like Flightradar24 can provide such information already. Andy Sinclair clarified that every dispensation request is scrutinised, not automatically granted, and that weekly detailed reports are sent to the DfT. Tim May from the DfT confirmed they receive and sometimes challenge these, and that the process is tied to published dispensation guidance. Finally, Rebecca Mian noted that the Noise Management Board (NMB) is already investigating “late runners into the night” as part of a dedicated project, which will help identify patterns and causes. NaTMAG will be kept abreast of this work.
- June saw a spike in complaints when compared with May. This was expected as when operations switch from easterlies to westerlies, residents often perceive these changes as new flight paths. The spike was also influenced by a period of particularly hot weather that month (residents have windows open) and unusually lower complaint levels in May compared to previous years.
- Complaint clusters were recorded in Tunbridge Wells (due to westerly arrivals) and in Crawley (mostly go-arounds). One complaint came from Croydon and was traced to Heathrow traffic. The Chair explained that all complaints are logged, even if unrelated to Gatwick, unless abusive or threatening.
- Mike George noted the contradiction of fewer total complaints but more individual complainants and asked whether new complainants’ concerns were location specific. The Chair responded that some individuals submit complaints regardless of whether they are overflowed, citing one prolific complainant in Broadbridge Heath. Mike commented on social media misinformation when aircraft deviate from normal patterns. The Chair encouraged members to share public resources like WebTrak<sup>2</sup> and InsightFull<sup>3</sup> to help residents understand flight activity.
- Engine runs were within Section 106 limits, with April seeing the highest cumulative minutes so far in 2025, though overall there has been a decline. GPU (ground power unit) and APU (auxiliary power unit) usage was fully compliant in Q2.

## COMPLAINTS – FEEDBACK, MAPS & CHANGES TO PHONE LINE

- The Chair began by covering a couple of administrative updates. Firstly, the link to WebTrak has changed slightly, now including “eu” in the domain name. Although the old link currently redirects to the new one, it will eventually be deactivated. The new link to WebTrak is <https://eu.webtrak.aero/lgw2> and should be used going forward. Secondly, there is a forthcoming change to Gatwick’s automated telephone complaints line (managed by a third party). The current local 01293 number will be replaced by a mobile number. This will be 07700 144 827 and should be used going forward. The website will be updated shortly with the new number.
- The discussion turned to Action 12/2025 which concerned the analysis of noise complaints from Tonbridge in Q1 2025. Sam Tull explained that all complaints from that area came from a single individual, who submitted 1,374 complaints in Q1, accounting for 38% of all Gatwick complaints in that period. This individual has a history of prolific complaints, including over 200 in a single day, and will submit complaints regardless of runway direction or even the airport of origin. Leon

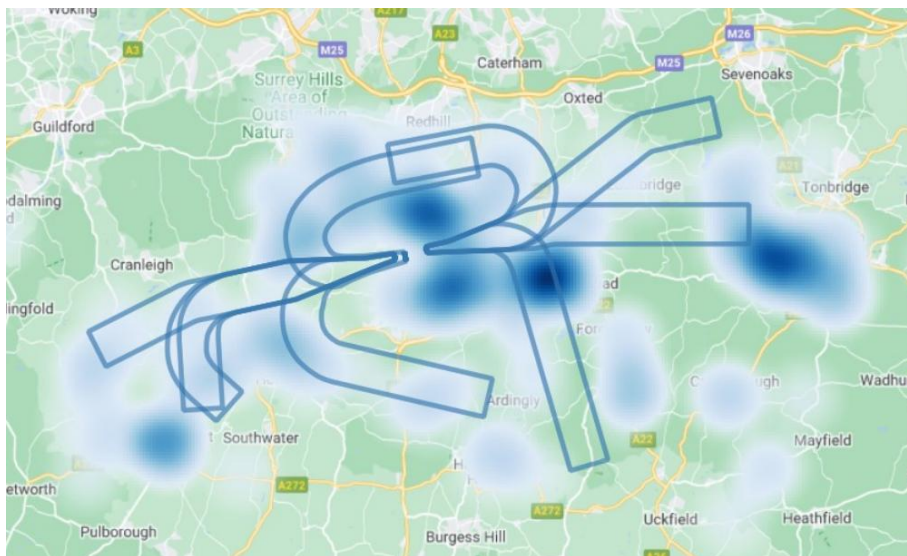
---

<sup>2</sup> <https://eu.webtrak.aero/lgw2>

<sup>3</sup> <https://aircraftnoise.gatwickairport.com/>

Hibbs asked whether each of the complainant’s submissions coincided with an actual Gatwick aircraft overhead. The Chair explained that while the Noise and Track Keeping system accurately correlates complaints to aircraft if the necessary details are provided, not all complaints are specific; some are generic and cannot be directly correlated to a specific flight.

- Malcolm Fillmore asked whether such a prolific complainant could simply be blocked, comparing the situation to spam calls. The Chair responded that Gatwick’s Complaints Handling Policy<sup>4</sup> requires logging all complaints unless they are of an abusive or threatening nature, these are deleted. Andy Sinclair reminded the group of the importance of following established processes and maintaining the integrity of Gatwick’s complaint handling process.
- Leon Hibbs asked about the recent removal of NATS’ public Airspace Explorer flight-tracking tool, noting some residents preferred it to Flightradar24. NATS agreed to investigate.
  - **Post Meeting Note:** The tool has been removed from the iPad, but it is available on the front page of [www.nats.aero](http://www.nats.aero).
- In response to Action 13/2025, the Airspace Office presented a heat map showing locations of individual complainants (not total complaint volumes) – see Figure 7. The Chair explained that producing a fully scaled, complaint volume heat map requires more GIS resource and that this would be deferred to a future meeting. Sam Tull presented an alternative map generated using Microsoft Copilot, showing complaint frequencies rather than complainant numbers, but noted access restrictions meant it could not be included in reports or shared publicly. The Chair confirmed no personal data was used in the creation of this map, only latitude/longitude coordinates.



**Figure 7: Heat Map of Individual Complainants**

- The final point of discussion was around a Noise Management Board (NMB) community request for a way to send flight-related feedback without making a formal noise complaint. The current view is the suggestion to tidy up website wording and signposting, rather than create a new form that could be misused for complaints. This discussion will continue with the NMB.

<sup>4</sup> <https://www.gatwickairport.com/on/demandware.static/-/Sites-Gatwick-Library/default/dw815a5423/images/Corporate-PDFs/Noise%20&%20Airspace/GAL%20Complaints%20Handling%20Policy%202024.pdf>

## **NOISE MANAGEMENT BOARD (NMB) UPDATE**

- Rebecca Mian addressed two key projects from the NMB's second term: the new Departure Noise Limits (DNL) scheme and the Low Noise Arrival Metric (LNAM). On the DNL, Rebecca shared that after a prolonged 24-month delay due to technical issues with Envirosuite, the NTK system is now able to measure the new limits for the new scheme. The team has moved into a validation phase using the past three months of data (the only period available for analysis due to the availability of data). During this time, 12 noise infringements were recorded, 11 of which occurred during easterly operations. The team now aims to monitor the next three months (expected to be predominantly westerly) to ensure the scheme is balanced and not disproportionately penalizing one runway direction. Following this validation period, the team will initiate a six-month transition period during which, airlines will be monitored under the new scheme but not fined. The purpose of the transition period is to gather sufficient data to support the formal submission of the new scheme to the Secretary of State, which is targeted for the first quarter of 2026.
- Rebecca Mian then moved onto LNAM, which is nearing the end of its two-year monitoring phase. A dedicated monitoring group has been reviewing the metric monthly, with a broader stakeholder group, including NATS and airlines, meeting every other month to provide wider input. The team is currently scrutinizing the metric's performance – the goal is to ensure the metric aligns with CDO performance without introducing contradictions. A more comprehensive update on this work is scheduled for the November NaTMAG meeting.

## **DfT UPDATE**

- Tim May delivered an update to NaTMAG members, starting with the news of an internal reorganisation within the Aviation Directorate. Tim explained that his team has been moved into what was previously called the Decarbonisation Division. The idea behind this shift is to consolidate all environmental policy work under one umbrella. The newly restructured team will now be known as the Aviation Decarbonisation and Environment Division. Tim also noted some specific staffing updates – Adrian Eaton has replaced Ian Greene, and Ross Snipe has replaced Gary Marshall.
- In terms of ongoing work, Tim's main announcement was the start of a new research project looking into the benefits of night flights at the UK's three designated airports (Heathrow, Gatwick and Stansted). The DfT has commissioned York Aviation Ltd to carry out this work, with a scope to estimate the economic and operational benefits of night flights and to look at how those might change under possible future alterations to the night flight regime. The current regime runs until 2028, but the review process will need to begin within the next 12 to 18 months. The York Aviation study is intended to feed into that process and will complement existing projects such as the Aviation Night Noise Effects (ANNE) Study which examines the costs of night flights and the Aviation Noise Attitude Survey (ANAS) which focuses on public perception and tolerance of aircraft noise. All of these strands of research are expected to conclude next year, at which point they will provide a substantial new evidence base to inform both noise policy and decisions about the next night flight regime.
- Mike George welcomed the economic study, noting there has been much debate about whether night flights bring any significant economic benefit. He recalled that London Gatwick had previously commissioned a similar piece of work, conducted by Oxford Economics, and asked whether the new study would take this into account. Tim May confirmed York Aviation had been instructed to review existing studies and build upon them.

- Malcolm Fillmore asked when the public might see consultative documents. Tim May stated that a consultation on the night flight regime is set to take place in 2027 to allow a new regime to be in place by 2028.
- Leon Hibbs asked whether the ANNE Study would still be published next year. Tim May confirmed that was the plan. The study has been conducted in two stages, with the first already complete and the second nearing completion. The intention is to publish both parts together next year.

## **AIRSPACE UPDATE**

### **ROUTE 4 AIRSPACE CHANGE**

- Only one item remains outstanding before Gatwick can resubmit its revised documentation to the CAA for the gateway review. The formal gateway date is set for 31 October 2025, with Gatwick's internal target for document resubmission being the end of August.
- Following the gateway, the intention is to start the consultation period as soon as possible. Given the back-and-forth of the process and the Christmas period, consultation is currently planned to begin on 20 January 2026. It is expected to run for 13 weeks (adding a further week to account for the Easter period) and will likely conclude in the second or third week of April 2026.
- If everything proceeds smoothly, implementation of the Route 4 changes are planned to occur in early 2027.

### **FUTURE AIRSPACE STRATEGY IMPLEMENTATION – SOUTH (FASI-S)**

- The progression of this programme of work remains uncertain due to ongoing efforts by the Government to establish UKADS (UK Airspace Design Service). The target is for UKADS to be operational by the end of 2025.

### **LONDON AIRSPACE SOUTH (LAS)**

- Goran Jovanovic explained that, while LAS has been referenced in connection with UKADS, the current intention is to progress it separately. LAS is considered sufficiently independent from UKADS to proceed under the existing structure, although two major risks have been identified. The first is that UKADS could place significant pressure on resources, particularly on NATS, which might lack the capacity to support LAS alongside other changes. The second is the potential impact of Heathrow's proposed third runway, with the resulting new requirement on the network airspace potentially undermining LAS's independence. For now, however, Gatwick's view is that LAS should continue as planned.
- The current LAS timeline is as follows: Stage 3 documentation will be submitted by 31 October 2025, with the gateway review scheduled for 31 January 2026. Consultation on LAS would then start after the Route 4 consultation concludes in April and run for 12 weeks, ending in July 2026.
- Mike George pointed out that LAS only involves Gatwick's airspace between the airport and the English Channel and questioned why it would be affected by Heathrow's potential third runway. Goran Jovanovic explained that some designs for the third runway require routes heading southwards that could come close to Gatwick's airspace, creating knock-on effects for other airfields and forcing changes to the LAS routes. He added that NATS's current designs are also based on Heathrow having only two runways, and a third would require significant reworking of the network.
- Alan Jones stated that he believed LAS could be implemented ahead of any third runway at Heathrow, with the benefits realised for a significant period before any changes would be needed.

Goran Jovanovic agreed, noting that Gatwick's position with the CAA and the DfT is that LAS should go ahead as it is more certain to deliver FASI benefits sooner and assist the whole network, not just Gatwick.

## **KEY MESSAGES**

### **KEY MESSAGES TO GATCOM:**

- Gavin Sillitto from London Gatwick gave NaTMAG members an introduction to Airport Collaborative Decision Making (ACDM).
- London Gatwick's Airspace Fayre (its annual public meeting) will take place on Wednesday 1 October 2025, and all are invited to register once registration is live.

### **KEY MESSAGES TO THE NMB:**

- London Gatwick's Airspace Fayre (annual public meeting) will take place on Wednesday 1 October 2025, and all are invited to register once registration is live.

### **KEY MESSAGES TO FLOPSC:**

- Gavin Sillitto from London Gatwick gave NaTMAG members an introduction to Airport Collaborative Decision Making (ACDM).
- London Gatwick's Airspace Fayre (annual public meeting) will take place on Wednesday 1 October 2025, and all are invited to register once registration is live.

## **DATES OF NEXT MEETINGS**

NaTMAG – Thursday 20 November 2025, 10:00 to 13:00, Online.

GNMG – Thursday 4 December 2025, 10:00 to 12:00, Online.

FLOPSC – Wednesday 24 September 2025, 13:00 to 14:30, Online and, in person at Gatwick.

RPIG – Wednesday 24 September 2025, 14:30 to 15:30, Online and in person at Gatwick.

NMB Community Assembly – Wednesday 10 September, Online (Registration still open for membership.)

NMB Oversight Board – Wednesday 24 September, In-person at London Gatwick (Community members are required to attend the preceding Community Assembly in order to register for the Oversight Board that quarter.)

**ANNEX A: ACTION SUMMARY**

Action No/Year	Action/Decision/Next Step	Raised	Responsible	Plan date	Actual date	Status	Comments: Updated August 2025
01/2023	DfT to follow up with Airbus to provide an update on the Airbus A220 'whine' issue.	Feb-23	DfT	Ongoing		OPEN	No update on this. However, the DfT have an engagement group with Airbus next month where this will be raised. It is expected that the DfT will share outcomes of this meeting at the November meeting.
08/2025	Airspace Office to split easyJet AOCs in Airspace Office reports moving forward.	May-25	AO	Aug-25	Aug-25	CLOSED	This has been completed – the 3 AOCs are visible on the ANPT table that was presented in this (August) meeting.
09/2025	GAL to present a follow-up on LNAM at the November NaTMAG meeting.	May-25	GAL	Nov-25		OPEN	GAL remains on track to provide an update at the November NaTMAG meeting.
11/2025	Airspace Office to provide a Route 4 track density map in next round of reporting.	May-25	AO	Aug-25	Aug-25	CLOSED	These maps were presented in this (August) meeting.
12/2025	Airspace Office to conduct a short survey of Tonbridge complaints to verify causes.	May-25	AO	Aug-25	Aug-25	CLOSED	This analysis was completed, and the results were shared in this (August) meeting as part of the discussion on complaints.
13/2025	Airspace Office to provide a heat map of complaints in next round of reporting.	May-25	AO	Aug-25		OPEN	A heat map of complainants (but not volume of complaints) was presented in this (August) meeting. The Airspace Office will aim to provide a heat map showing the volume of complaints at the November NaTMAG meeting.
14/2025	Airspace Office to look at whether it is possible to identify specific incidents (specific flights) causing a high number of complaints. And if so, decide whether such analysis would provide enough additional value to justify the added workload.	May-25	AO	Aug-25		OPEN	This action was parked until the November meeting due to resource constraints during the summer season. That being said, the impact of prolific complainants and generic complaints was discussed in this (August) meeting.

Action No/Year	Action/Decision/Next Step	Raised	Responsible	Plan date	Actual date	Status	Comments: Updated August 2025
15/2025	GAL to share the LAS CAP1616 process dates at the August NaTMAG meeting.	May-25	GAL	Aug-25	Aug-25	<b>CLOSED</b>	These dates were shared in this (August) meeting as part of the Airspace Update agenda item.
16/2025	Airspace Office to trial a new KPI table format in parallel with existing table in the Q3 2025 Airspace Office quarterly report.	Aug-25	AO	Nov-25		<b>OPEN</b>	
17/2025	Airspace Office to work with the NMB to consider expanding the ANPT to include key airlines regardless of number movements.	Aug-25	AO/NMB	Nov-25		<b>OPEN</b>	